

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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MR. FREDERIC ALGAR, No. 11 Clements Lane
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for the Journal.

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American Railroad Journal.

New York, Saturday, August 11, 1866.

Ely's Railroad Box and Lining Metal.

The attention of Railroad Companies, Steamboat Proprietors, Machinists, Engineers, and all parties using Anti-Friction Metal, is invited to the Advertisement of Messrs. A. L. HOVEY & CO., in another column.

The composition known as "ELY'S RAILROAD BOX AND LINING METAL," has achieved a success which warrants the manufacturers in commanding it to the attention of all who have occasion to use Anti-friction Metal in any form.

Its superior advantages are claimed to be—

1st.—Durability and unequalled power to resist friction.

2d.—Cheapness, both as regards first cost and the amount of service rendered.

3d.—Capability of resisting heat and non-liability to fuse, except at a high degree of temperature.

4th.—It does not wear the journals like soft metals.

5th.—Smoothness and fineness of fibre, rendering it capable of a very high polish.

6th.—Not liable to corrode; making it very desirable for lock or ornamental work on ships, steamboats, &c.

The undersigned having greatly increased their facilities for its manufacture, respectfully solicit a continuance of the favors of former patrons, and invite all to give it a trial, feeling confident that one trial will satisfy the most skeptical.

That all may be suited, we have put the metal at the following low rates, viz., No. 1, 20 cents.; No. 2, 25 cents.; No. 3, 30 cents.: Railroad, and other solid Boxes cast in shape, 35 cents per pound.

No. 13 Spruce Street, June 11th, 1866.
Messrs. A. L. HOVEY & CO.

In reply to your enquiries as to how I liked your Box and Lining Metals, I would say that I have put it to a severe test, having made a pair of gibs for the slides of my engine, and a bearing for the main shaft, where this is now working to my entire satisfaction.

H. W. GREENE.

Williamsburgh, L. I. June 11th, 1866.
This is to certify that we have used A. L. HOVEY & CO's Anti-friction Metal in our Planing and Saw Mill for the past four months, and would recommend it to any party using the same, as it has given us entire satisfaction.

CROSS & AUSTIN.

Proprietors of the Wallabout Planing and Saw Mill, Kent Ave. foot of Morton Street, Brooklyn, E. D.

Williamsburgh, June, 11th, 1866.
A. L. HOVEY & CO.

Gents.—This is to certify, that I have put your Anti-friction Metal for Journal Boxes, to a severe test at the speed of 3,500 per minute, and by this I certify and recommend it as the best I have ever used for Journals. Its merits are commendatory independent of its cheapness and durability over all other metals I have ever used.

LEONARD TILTON, Master Mechanic,
Machine Works, Williamsburgh, N. Y.

No. 15 Spruce St., N. Y., June 8th, 1866.
I have used A. L. HOVEY & CO's Anti-friction Metal and find it as represented. It is the best I have ever used. I have used it in filling Journals and Boxes where friction takes place, and find it superior to all other metals used by me; would recommend it to all machinists.

CHARLES E. GARRET.

Brooklyn E. D. N. Y. June 19th 1866.
Gentlemen.—We take pleasure in contributing our testimonial of approbation to your Anti-friction Metal for journals of machinery, lately purchased by us, having had several kinds before, which have never accomplished what they have been recommended to do. We use your Metal in driving Circular Saws, Moulding and Planing Machine, Scroll Saw, Boring Machine, Tenon Ma-

chine, at speeds varying from 1,800 to 3,600 revolutions per minute. We recommend it cheerfully to all persons using Anti-friction Metal, as its merits are commendable independent of its first cost, being cheaper than other metals in general use.

CLOSE & MILLER, Builders,
269 and 271 South 3d St.

New Jersey, July 21, 1866.

Gentlemen.—We have used A. L. HOVEY & CO's Anti-friction Metal where it has been subjected to the most severe test, in that it has not had the lubricating attentions it deserves. It comes in contact constantly with soda water which is fatal to any lubricating substances. We have used it by the side of Harden Steel, Cast and Wrought Iron, and also Bronze, and find neither to stand the hard use which it is put to so well as the above Metal. I think it the best metal for like purposes that I have ever used, having had an experience of twenty-five years in the use of metal boring.

Continental Screw Company.
By H. P. HUNT, Sup't.

Elizabeth, N. J. July 7, 1866.

Gentlemen.—I have used A. L. HOVEY & CO's Anti-friction Metal, for boxes for running Emery wheels and belts, at a speed varying from one to two thousand revolutions per minute. I find it to be the most economical Box metal I have ever used, being cheaper and more durable than any other, and cheerfully recommend it to all machinists.

JOSHUA G. REYNOLDS.
Foreman for Stackpole Bit Brace Co.

Elizabethport, June 26, 1866.

Messrs. A. L. HOVEY & CO.

This is to certify that I have used A. L. HOVEY & CO's Anti-friction Metal for Journal Boxes and find it as represented. It is the best we have used. We also found a great saving in oil which is commendable in itself, combined with its cheapness and durability, we would recommend it to all parties using the same.

Elizabethport Steam Cordage Co., at Elizabethport, N. J. JAMES C. FAIRBANK, Agent.

The composition is made under the personal supervision of Mr. T. R. ELY, the inventor, and the only genuine has our trade mark stamped upon it.

A. L. HOVEY & CO.
Cor. 2d and South 11th Streets,
Williamsburgh, L. I.

The Monroe (La.) Telegraph says that one of the locomotives on the railroad will, in a week or ten days, be in running order. The road is in readiness for it as far as the Lafourche, which is not yet bridged, although the timbers are nearly ready. By October the cars will run to Delhi,

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the year ending April 30th, 1866, were:

From freight	\$4,204,740 82
" passengers	1,757,387 99
" mails, etc.	213,424 54

\$6,175,553 35

The operating expenses were:

Repairs of track	\$863,573 46
" bridges	77,347 01
" buildings ..	84,232 02
" fences	8,580 79
" locomotives.	347,358 52
" cars	347,485 45
Loss and damage	21,535 35
Fuel consumed	251,965 90
Oil and waste	81,924 74
Train service	148,101 65
Engine "	212,471 05
Station "	295,626 72
Water "	35,911 00
General expenses	191,644 89
Miscellaneous	52,406 18

3,020,164 78

Earnings less expenses	\$3,155,388 57
Interest and exchange	30,152 17
Balance received from Quincy and Chicago Railroad	81,176 06
Add balance to credit of income account April 30, 1865	988,401 03

Total **\$4,255,117 88**

From which deduct—

Interest on bonds	\$421,566 34
Premium on fractional stock	64 88
Taxes—State	169,619 96
" National	323,040 16
Expenditures for improvements	6,668 68
Rents of tracks and depots	17,457 92
Transfer office exp.	1,583 33
Dividend May 15, 1865, 5 per cent.	418,825 00
Distribution of stock, Oct. 31, 1865; 20 per cent	1,675,300 00
Dividend Nov. 15, 6 per cent	503,300 00
Transfer of Sinking Fund	129,000 00

3,666,426 28

Leaving balance of Income Account May 1, 1866, as shown in General Account	\$588,691 55
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The following is a comparative statement of the earnings of the line, 400 miles in length, for the fiscal years ending April 30, 1865 and 1866:

	1865.	1866.
Freight	\$3,919,859 83	\$4,204,740 82
Passengers	1,508,234 25	1,757,387 99
Mails, etc.	153,758 14	213,424 54

Totals **\$5,581,852 22** **\$6,175,553 35**

The earnings of the road, as stated above, have been \$6,175,553 35; and the expenses including State and National taxes, \$3,876,118 34—leaving of earnings above ordinary expenses and taxes \$2,799,435 01. The report says:

We have paid during the year for additional equipment, consisting of locomotives, passenger and freight cars, \$426,244 86, and for lands purchased at Chicago, Burlington, Peoria, and elsewhere along the line, new station houses, buildings, and other improvements, \$275,373 50, and the usual dividends, interest, and all the accruing obligations of the company, amounting in the aggregate to \$1,506,172 72, and have also paid into the sinking fund \$129,000, according to the terms of the trust deed, securing the construction debt

of the company. The track of the road, and the rolling stock has been well kept up and improved, and it is believed that the capacity of the road and equipment to meet the demands of business, and fully equal the requirements likely to be made upon them, was never greater than at the present time.

The increase of gross revenues over those of the year before was from passengers

\$249,153 74

From freight

284,880 99

Miscellaneous

59,666 40

Total **\$593,701 13**

When it is considered that the gross earnings during the last year of the war were greater by \$1,541,929 41 than had ever been realized, the earnings of the first year of peace will be deemed very satisfactory. The prices during the last year of the war reached their maximum for all the productions of the country. The Government was the greatest purchaser of them all, and many things combined to make that a year of immense activity, and yet the progress of the western world is so rapid that in the very first year of a comparatively healthy and normal state of affairs both the numbers of passengers and of tons of freight moved over the road have been larger than in any previous year, even during the war. The increase, however, has not been uniform in every species of business. The extreme high price of pork two years ago, combined with a short crop of corn, induced farmers to sell every hog that could be spared from the farm, and the large business of that year in this article was in a great degree at the expense of the succeeding year, and during the last year the number transported was less, by 220,950, than the year before. The low prices of last year, and the abundant crops, will probably produce the reverse result this year, and the trade in this item of our business may equal and surpass that of two years ago. Of sheep there were 36,000 less in number carried over the road last year than the year before. For several years the movement of sheep to Iowa has been very large. The State has become well supplied, and the movement in that direction falls off, and the eastward movement is commencing. In cattle, where the price and the crop of any one year has less effect upon the numbers than is the case with hogs, the increase from year to year is generally steady, running up in three years from 88,117 head, moved over the road in 1863, to 119,093, transported the last year. The expense of operating the road, if we leave out the large item of State and National taxation, has been 48.90 of the gross earnings, and including those items, 54.67. This must be deemed satisfactory, when it is considered that during the year the prices both of labor and material were maintained at their highest points. During the year there have been fifty-three miles of track re-laid with new and re-rolled iron, being about one-eighth of the whole track. There have been added about five miles of side track, also, during the year. For several years the road from Galesburg to Quincy was in the hands of trustees, and in litigation, and was not kept in as good a condition as it ought to have been. This will be remedied as rapidly as may be. About half of all the track re-laid during the year was upon that part of the road. Enlarged accommodations for passengers have become necessary at many points upon the line. Passenger houses once equal to the wants of the community, have become entirely inadequate to the present necessities. In some places freight houses also require to be enlarged or rebuilt. In some other respects improvements may be judiciously made. These wants will all be met as rapidly as may be expedient.

The siding of the road has not been lengthened fast enough to accommodate the increasing numbers of the trains, and during the current year it will be necessary to add at least five, and possibly ten miles, to them, at the points where the trains most frequently pass each other.

Further extensions, when required, will easily

connect several stations, and make a continuous double track where it will be most required.

There have been added to the equipment during the year 6 locomotives, 8 passenger coaches, 2 elegant sleeping cars, and 131 box freight cars. There are now upon the road 111 locomotives, 54 passenger, and 25 baggage, mail, and express cars, 1,639 house freight, and cattle cars, 442 platform and coal cars, 36 drovers' cars, and other cars employed in the work of repairs.

Though the working equipment of the road is very effective, and, as is seen, tolerably large, it is still inadequate to the full demand made upon it, and must be still further enlarged.

The capital stock of the company now amounts to \$10,193,010, and that of its funded and other outstanding liabilities, for construction, and for the purchase of the road from Galesburg to Quincy, including \$270,000 money due on that purchase not called for, amounts altogether to \$6,024,406.25. The whole aggregate amount of the capital stock and debt of the company is therefore \$16,217,416.25. This amount will be diminished by \$231,664.86 in the trustees' hands not yet invested in the liabilities of the company, and placed in the sinking fund. The property charged with this aggregate liability is four hundred miles of road, and depot grounds, and other property, earning in the past year, gross, \$6,175,553.35, and above the ordinary expenses and taxes, \$2,799,435.01.

By the statement of the Treasurer, it appears that there is a balance to the credit of Income account (after payment of dividend May 15, 1866, \$509,650) of \$79,041.55. To which should be added the amount paid into the sinking fund, and to the Trustees of that fund, \$778,125.99, making a total of \$857,167.54, which represents that portion of the income above the ordinary expenses of operating and maintaining the road which has not been distributed in any form among the Stockholders.

At the annual meeting in 1864, when the subject was properly before the Stockholders by a legal notice, they adopted a resolution authorizing the board to enter into a contract with the Burlington and Missouri Railroad Company, the effect of which should be to aid in extending that road about sixty miles further into the interior of Iowa. During the continuance of the war it was not deemed wise to act under that resolution, but with the return of peace it was deemed, not only judicious, but of very great importance to the interests of this company, to avail themselves of the authority thus vested in the board. Accordingly, in June last, a contract was made between the two companies, by which this company agreed to set apart fifty per cent. of the gross earnings upon its road on business to and from that road each year, to purchase the securities of that company convertible into a preferred stock, provided that the amount so set apart should not exceed \$60,000 in any six months, for the period of five years. The effect of the contract is, that within five years this company will become the owner of \$600,000 of the preferred stock of that company, and by so doing will have secured the extension of its road fifty-six miles further west, to a distance of 132 miles west of Burlington. That road extends into a country perhaps equal in richness and fertility to that through which your road runs. The business to and from it passes over our road alone, and therefore is of great importance to it. It is generally through business on our road from Burlington to Chicago, and is therefore a very valuable business.

The work of construction has been pushed with such energy that it will be completed in all this year, and to half the distance in about two months. It must command the business of a very large extent of country both south, north, and west of its line, it being beyond the reach of any competition when the extension is completed. The Board had no doubt of the expediency or wisdom of the contract, and deemed it to be an easy and cheap mode of aiding an enterprise whose business will, in all probability, produce a much greater revenue to this company than itself can earn. As the

stock which we shall acquire by this arrangement, that company will, it is believed, within the five years, be worth all it may have cost; it may, at the end of that time, or earlier, be sold, and the proceeds divided among the stockholders of this company, unless they shall prefer the distribution of the stock itself.

An allusion was made in the last annual report to an effort then making to secure the construction of Union Stock Yards, and the probable abandonment of the separate Yards, which had been partly constructed by this company. We are glad to be able to state that that effort has been completely successful. Under a charter for that purpose, all the railroad companies united in the effort, and Yards have been built upon a scale commensurate with the magnitude of the business.

The Union Stock Yard Company own 340 acres of land on the south border of Chicago, upon which the Yards are built, and union tracks, by which the trains of every road terminating at that city have easy access thereto. The result is that all this business is concentrated upon these grounds, not only to the very great advantage of that particular trade, but to the great benefit of the companies who transport the stock in being able to unload their trains with great rapidity, and at one place, instead of sending, or allowing their cars to go to several Yards, as formerly, thus avoiding delay, and enabling companies to always command their equipment set apart for this business.

This company sold its improvements to that association, receiving its pay in its stock. The enterprise is not only a success in its most important feature, viz., the facility and ease which it secures, in the transaction of an immense business, but it promises to be financially very profitable in itself. The stock which this company holds in it is \$125,000.

The railway property of the company, which, in its original design, consisted of a road from the Junction of the Galena and Chicago Union Railroad, (then so called about thirty miles, from Chicago) to Galesburg, now consists of a continuous main line from Chicago to Quincy, about 265 miles, and which at Quincy connects with the Hannibal and St. Joseph Road, extending by its connections, nearly complete, to the Kansas branch of the Pacific Railroad, and which will command a very large share of the business of the northern portion of the United States, which may pass over that route to and from the western Territories and Pacific States; and of a branch to Burlington, equally part of a main line between Chicago and that city, where it connects with the Burlington and Missouri River Road, complete seventy-six miles and fast approaching completion fifty-six miles farther to near the centre of southern Iowa, destined also to be a great route across that State; and also of a road from Galesburg to Peoria, with a branch South from it of thirty miles, to Lewiston. The business of all these roads come upon the main trunk at Galesburg, and passes thence over its length, 165 miles to Chicago.

There is also the small part of the original line between Aurora and the junction with the Galena road, thirteen miles, not, however, of much value. But the two routes to Quincy and Burlington, destined as they are, to become great thoroughfares forth both business and travel, have great present, and greater prospective value, while every mile of road to Peoria and Lewiston also contributes much to the revenues of the company by reason of the business which they furnish, passing over the main line from Galesburg to Chicago.

While we may congratulate stockholders upon the success and value of their investment, we may remind them also that the ownership of a property like this carries with it duties to themselves and to the public. There is the duty to protect its value, and increase its ability for usefulness by completing those works which the property itself renders necessary, and which no other interest is capable of accomplishing. At present we allude to bridges across the river, to connect the roads on the east with those of the west side of it. They are becoming a near at hand necessity,

They are of great importance to the country west of the river. That region is remote from market. The expense of transportation consumes two-thirds or three-fourths of the value of the productions of the farm to lay the other third or quarter down at the points where consumed, and every improvement which will remove a barrier, smooth down an obstacle, obviate the expense, delay and vexation of a ferry and trans-shipment, is of great value. The river is a great gulf, separating the East from the West, at all times inconvenient of passage, and expensive, and at certain periods of the year impassable for the purposes of business, subjecting the owners of property always to delay, and often, as in cases of livestock, to very great damage. The railways on both sides suffer also great losses of business, not only which they might do, but more, because these difficulties retard the progress, settlement and prosperity of the country upon which their own success and value depends.

The construction of these bridges need be no great charge upon this company. A small toll, much less than is now chargeable for ferriage, levied upon the property and passengers which may be transported across will raise a fund sufficiently large to enable bridge companies, if that shall be deemed the best way to build them, to command all the requisite money for their construction. It belongs, however, to the railway companies, which are so greatly interested, and so greatly to be benefitted, to devise the plans, and carry into effect the bridging of the river at all those points, where long roads approach it from the east and the west, making it necessary to transport across it the productions and the travel of a very large extent of country.

We are aware that there are interests along the river averse to improvements of this nature. Those interests, however, are small, compared with the great and increasing volume of business which now crosses it at many points. They may all be preserved, and yet the great paramount interests be subserved. And when Government has appropriated hundreds of millions in land and money to secure the construction of great routes across the continent, it cannot for a moment be supposed that this great obstacle is to continue unbridged, to the detriment of such great interests, and such large numbers of people.

According to the annexed statement, the payments on account of 400 miles of road have been \$12,777,551.92; for equipment, \$2,670,209.80—total, \$15,447,761.72. The Capital Stock on the 30th of April was \$10,193,010. The funded debt, exclusive of the bonds cancelled by the Sinking Fund, was as follows:

Chicago and Aurora and Central Military tract bonds.....	\$ 151,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent.	
bonds convertible.....	356,000 00
The same class of bonds convertible.....	3,169,000 00
Chicago, Burlington and Quincy trust mortgage bonds, 7 per cent.....	680,000 00
Chicago, Burlington and Quincy 2d mortgage bonds, issued on account of Northern Cross Road, 4 and 1/2 per cent.....	941,000 00
Chicago, Burlington and Quincy scrip of 21 semi-annual instalments of \$21,781.25 each, on account of Northern Cross Road.....	457,406 25

Total bonds and scrip, average rate of interest 6.65 per cent.....	\$ 5,754,406 25
Capital stock.....	10,193,010 00

Total stock, bonds and scrip.....	\$15,947,415 25
Excess of stock and bonded debt over cost of road and equipment	\$499,654.53

The number of passengers carried over the whole line during the year was 938,201; of these, 876,460 were way, and 62,741 were through. Of the

through passengers, 35,186 were carried west, and 27,555 east. Of the way passengers 453,773 were carried west, and 422,687 east. Total carried east 450,242; do., west, 488,959. Total mileage of passengers 49,670,625—an increase over the previous year of 6,263,700.

The total number of tons moved over the whole line in 1865, was 737,611; in 1866, 821,883—an increase of 84,372. Total tonnage east in 1866 494,480; do., west, 327,403. Total number of tons moved one mile over the whole line in 1866, 113,766,959, an increase of 6,187,599.

The equipment of the road consists of 111 locomotives, 54 passenger coaches, 25 baggage, mail and express, 1 pay, 1,639 house, freight and cattle, 442 platform, 36 drovers, 40 gravel, 1 tool, 1 pile-driving, 44 rubble and 122 hand cars, and 2 snow plows.

Number of miles run by locomotives with passenger trains, 597,984; with freight trains, 991,623; with miscellaneous trains 493,973—total miles run 2,083,580.

GENERAL ACCOUNT.

Capital stock.....	\$10,193,010 00
Funded debt, as above.....	5,754,406 25
Unclaimed dividends.....	1,201 00
Unpaid accounts and pay-rolls.....	71,771 60
Due agents and connecting roads.....	131,234 18
Sinking fund.....	778,125 99
Balance to credit of income acc't.....	588,691 55
	\$17,518,440 57
Construction, as per last report.....	\$12,811,287 93
Equipment, " " "	2,248,964 94
	\$15,055,252 87
Less interest paid on Northern Cross	
Road bonds.....	309,109 51
	\$14,746,143 36
For new locomotives, engines, passenger and freight cars.....	426,244 86
Lands purchased, new station houses, etc	275,873 50
Total cost of road and equipment.....	\$15,447,761 72
Materials and fuel on hand.....	395,538 52
Steam ferry President, and wharf boats.....	26,767 08
Chicago teams for transfer'g freight	4,500 00
Accounts and bills receivable.....	82,116 35
Burlington and Missouri River Railroad preferred stock.....	59,976 59
Due from agents and connect. roads	115,324 06
Amount due under the decree of the court foreclosing mortgage on the Northern Cross Railroad	270,000 00
Dividend No. 11, and tax thereon..	536,473 68
Deposits in New York, Boston and treasury.....	348,817 71
Deposit with Trustees' Sink'g Fund.	231,664 86
	\$17,518,440 57

The directors chosen at the annual meeting June 22, 1866, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

General Sup't.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

 The sale of the Mississippi and Missouri Railroad made on the 9th July last, by virtue of the decree of foreclosure and sale, has been confirmed by the Circuit Court of the United States, for Iowa.

Journal of Railroad Law.

NEGLIGENCE OF TRAVELER IN CROSSING RAILROAD TRACK.

The case of *Emery Butterfield vs. Western Railroad Corporation* decides that a traveler upon a highway which is crossed by a railroad on a level, who knows that he is near the crossing and yet does not look up to see if a train is coming, simply because there is a storm and the traveling is bad, is guilty of such negligence that he cannot recover damages for an injury sustained by him from a collision with a passing train, although the bell was not rung nor the whistle sounded.

The action was brought to recover damages for a personal injury received by the plaintiff by being run over by the defendants' locomotive engine. At the trial in the superior court, before Russell, J., a verdict was returned for the plaintiff with \$1,500 damages upon facts which are sufficiently stated in the opinion; the Judge having declined on motion of the defendants, to rule as matter of law that the plaintiff had shown such carelessness as to deprive him of his right to recover. The defendants alleged exceptions. The opinion on the appeal was written by—

CHAPMAN, J.—This case does not come before us upon a motion to set aside the verdict because it was against the evidence or the weight of the evidence, but upon exception to the refusal of the presiding Judge to instruct the Jury that there was no legal and sufficient evidence to authorize them to find a verdict for the plaintiff.

It is admitted by the plaintiff's counsel that the burden was on him to prove that he used due care to avoid the collision by which he was injured.

By due care is meant reasonable care adapted to the circumstances of the case. The crossing of a place known to be so dangerous as a railroad track frequently is by reason of the passing train reasonably requires a high degree of watchfulness and attention. Before attempting to cross, a man should make a reasonable use of his sense of sight as well as of hearing, in order to ascertain whether he will expose himself to a collision. If he fails to use his senses without reasonable excuse, he fails to use reasonable care, *Shaw vs. Boston and Worcester Railroad*; 8 Gray, 73. *Warren vs. Fitchburg Railroad*, 8 Allen 227. *Stevens vs. Oswego Railroad*, 18 N. Y., 422.

In *Toomey vs. London & C. Railroad*, 3 C. B. N. S. 146, it is said there that a mere scintilla of evidence is not sufficient to authorize a Judge to submit the question of the defendants' negligence to a Jury; but there must be evidence upon which a Jury may reasonably and properly infer that there was negligence on his part. This rule of evidence is substantially the same with that laid down in *Denny vs. Williamson*, 5 Allen, 1, and applies with as much force to the plaintiff's proof of due care on his part as to the proof of negligence on the part of the defendant. See also *Philadelphia Railroad vs. Hummell*, 44 Penn. State R. 875; *Wilds vs. Hudson River Railroad*, 24 N. Y. 430.

All the evidence as to what the plaintiff did comes from his own testimony. He states, in substance, that on the 30th of January 1862, he started from the depot in Westfield to go on foot to his own house in a westerly direction. He was well acquainted with the highway and railroad. He attempted to cross the railroad without look-

ing or intending to look to see whether a train was coming, and as he stepped upon the track he was struck by a train that was passing at that moment.

He admits that if he had looked he would have seen the train. It came from the west, and for a half a mile west of the highway the track was in plain sight. As he approached the crossing the highway was for a considerable distance near to the track, and nearly upon the same level with it, so that the approaching train would be directly before him. As the way turns to cross the track it rises a little. It was dark, but the engine had a head light, which he could not have failed to see if he had looked.

He also knew that a train was due from the west about that time, and that it had not passed, and he supposed it must be near.

He states his reasons for neglecting to look. It was a stormy night, raining, blowing hard from the northwest, and snowing some. He had his hand up, holding his hat on his head, and this prevented him from seeing the train. The traveling on the highway was very bad; considerable snow had fallen sometime before, and its surface was frozen; the road had been ploughed out to the crossing, and the crust had slipped back into the path. The ice did not fall over, but slid right back. He could not tell which furrow he walked in; sometimes one, and sometimes the other. He was listening for the cars; his attention was called to the subject, and he expected to hear the bell or the whistle blown.

From this statement it is to be inferred that he had occasion to use his eyes pretty constantly for the guidance of his own footsteps as he walked, and that he was under the necessity of obstructing his sight for the purpose of preserving his hat from being blown away. Yet as he had the control of his own movements, and could stop or check his speed at pleasure it was in his power to look up frequently, and he might easily have seen the train. The noise of the wind and storm and the breaking of the snow crust as he walked must have made it more difficult than usual to hear the noise of the train, and furnished no excuse for trusting exclusively to his sense of hearing.

We must assume it to be true that neither the bell nor the whistle was sounded, and that the defendants violated their duty in this respect. A traveller has a right to expect that he will hear the noise. But this expectation does not excuse him from exercising reasonable care to ascertain by sight as well as by hearing whether there is a train coming immediately upon him as he attempts to cross the track. The negligence of the company does not authorize him to maintain an action, if he also is negligent. He states that he did not know when he came upon the track, although the snow was entirely removed from it. But he had known for a considerable time that he was coming near it; he knew of the rising ground, and the train had been in plain sight for a considerable time.

The plaintiff's neglect to use his eyes was palpable negligence, and he states no reasonable excuse for it. The Jury ought therefore to have been instructed that he had offered no evidence of due care on his part and was not entitled to a verdict.

Exceptions sustained.

Cincinnati, Hamilton and Dayton R. R.

The Stockholders of the Cincinnati, Hamilton and Dayton Railroad Company, held a special called meeting, on the 16th ult., at Cincinnati, to consider the question of increasing the capital stock of the company, rendered necessary by the increased amount of machinery required to equip their extended line of road. S. S. L'Hommedieu, Esq., President, read the following statement as to the condition of the company, and the necessity of adopting the measure, which was afterwards carried:

The Board of Directors, in accordance with the views presented to you at the annual meeting, and which by your vote were approved, have called you together to vote yea or nay on a proposition to increase the capital stock of this company five hundred thousand dollars, making the whole capital three and a half millions.

Since the notice was published calling this meeting, much diversity of opinion has arisen among the stockholders on the question of an increase of stock at this time in the manner proposed. All, however, seem to agree in the importance of paying off the floating debt of the company, which now amounts to over \$400,000. This debt has been incurred the past year, as follows:

For additional machinery	\$232,897
Permanent improvements on Dayton and		
Michigan Railroad	135,843
Eaton and Hamilton Railroad	61,727
Making	\$430,467

During the latter portion of last year, the company were enabled to transport from Toledo to Cincinnati, with the machinery at their command, about forty car loads per day of through freight. At the same time about double the number of car loads per day could readily have been obtained had the company been able to furnish the cars.

Under such circumstances the Board of Directors deemed it best to order the additional machinery, which will be fully employed this year, although the means to pay for the same, over and above interest on bonds and dividends, were not in the treasury.

The advance made to the D. & M. Company seemed equally essential. It became necessary, in order to accommodate the business at Toledo received from the boats, to furnish dockage, platforms, and more shelter for merchandise. A very extensive addition to the warehouse was made, and additional dockage provided on the grounds of the company, which had previously been purchased for that purpose at a price not equal to one-fourth what the land would now sell for.

The New York Central R. R. Co. have recently transferred the line of passenger and freight propellers from Cleveland to Toledo, and now run them daily between Buffalo and Toledo. This will give to the D. & M. and C. H. & D. roads a large increased amount of freight, and it is expected will fully tax the capacity of the new depot facilities provided.

The trestle work on the D. & M. Road, which we had hoped by repairs would have lasted several years longer, began to show signs of decay; and it was deemed necessary to permanently improve these weak and dangerous points, by substantial masonry and earthwork. This has required a large advance beyond the present net income of that road.

Had it not have been made, the probabilities are, accidents would have occurred to persons and property involving more thousands than the company have advanced.

The next and last item of expenditure was that for the purchase of the Eaton and Hamilton road.

The reasons for this were so fully given at the recent meeting of the stockholders, that it hardly seems necessary to repeat them. The company have warded off a dangerous competition, and made a good bargain for its stockholders. There would be no difficulty in now parting with the in-

terest, and with it the control of the road, at an advance on what has been paid for the same.

The stockholders should bear in mind that the company have, within the past three years, added to the value of the road in laying an additional track, both on the main and side lines, from Cincinnati to Dayton, a sum equal to one million five hundred thousand dollars; and that although the road is only sixty (60) miles long, it has on it iron sufficient to lay about one hundred and eighty miles of single track. They should also bear in mind that to accomplish this, involving an outlay of so large a sum, there has only been an increase in their capital stock and bonds to the amount of \$644,000.

They should also bear in mind, that in the meantime regular dividends have been earned and made, together with a stock dividend of 20 per cent.

This was only accomplished by using the bonus received from the Dayton and Michigan Road, and by the use of earnings made over the amount paid on expenses, interest and dividends.

It may also not be amiss to remark, that the company have now a property, in good condition, worth more than a million of dollars in excess of what it stands charged on the books.

They also have a road of established reputation—one of great strength of position—one with the strongest of connections to the East, to the North, and to the Northwest—one, as yet, comparatively in its infancy—one whose future business from the Dayton and Michigan, from the Atlantic and Great Western, and from other sources, it would be difficult, at the present time, to measure; and one also, that must necessarily continue to expend money to keep pace with the growth of its business.

The policy of the company in reference to such expenditures, however, for the next two or three years, will be to expend no more than will be necessary to keep up with the growth of business.

It will be their endeavor first to get out of debt, and next to lay up a surplus fund. But I come back to the question whether it is now judicious to dispose of \$500,000 of additional stock, to the present stockholders of this company, say for \$400,000, or at the rate of eighty cents on the dollar? If this be not done, then it follows that dividends must be suspended until the debt is paid.

In ordinary times, with the prices of transportation on a level with those of labor and supplies, and with our ordinary amount of business, I should not hesitate to say that, with the additional facilities supplied by the money which is now owing, the company could with ease pay ten per cent on the three and a half millions of stock; but suppose only eight per cent per annum should be declared free from Government tax, until the prices of transportation were advanced, or labor and material lowered, it should be satisfactory to the stockholders. This would not take so large a net earning by \$20,000 per annum, as it has to make ten per cent. on the three millions of stock.

The company have to exchange, or purchase, by the first of January next, 367 one thousand dollar first mortgage bonds. The holders of these bonds, both in New York and Cincinnati, have already commenced exchanging the first for the second mortgage bonds, at a difference of five per cent., or \$50 on a bond; and from advices recently received, we have reason to suppose that the greater portion of the holders abroad will make the exchange.

The value of our stock in the market will have much influence on the question; and it is, therefore, important that its credit be maintained, and that our stockholders disregard the saying of those among them who take occasion in the streets, in the newspapers, and elsewhere, to make false representations to injure the credit of the company, and to enable themselves and others to purchase, at a low price, or for some other unworthy motive. Already have parties avowed their determination to me to purchase largely of the stock, as a permanent investment, when it is thus run down, knowing full well that every share is worth more than its par value, intrinsically. It is my

duty to warn our stockholders against sacrificing their stock. If at any time they have doubts as to the value of their property, as an investment, let them take trouble to come and examine the books, which are always cheerfully exhibited to a stockholder, who calls for that purpose.

The passing of dividends until the floating debt is paid will probably take a year and a half. This would undoubtedly have the effect to greatly lower the price of stock in the market. It would really make it no less valuable, and the rich stockholder could afford to hold his stock and purchase that of others, while men of moderate means, and widows and wards, would probably have to sell. And here I may mention that upwards of one hundred women are holders of stock, while a considerable amount is held by guardians for the education and support of their wards. Another considerable sum is held by estates. Pass the dividends, and you put down the market value of the stock, and enable the men of much money to make a good speculation as well as a good investment.

The subject of a consolidation of the C. H. & D. and D. & M. Companies, has been under consideration for a year past. The D. & M. Company proposes to put in their stock at 40 per cent., and have obtained nearly a unanimous vote of their stockholders to that effect. This would require an issue of a million of stock, making in all four millions of joint stock. The C. H. & D. Company are the holders of half of the present stock of the D. & M. Company, received as a bonus on the lease, and would be entitled to the benefit of half a million of the new stock. It has been suggested by stockholders, who favor the issue of the present C. H. & D. stock, to supply immediate necessities, that the half million of stock to be hereafter derived from the consolidation, be canceled. Thus leaving the capital of the two roads, of two hundred miles, four millions of dollars.

This would answer the purpose, if our stockholders were ready to vote the consolidation. It is objected, however, by quite a large number of them, that it is premature to consolidate at this time.

While it is conceded by all that the D. & M. road, when fully developed, will earn her portion of a ten per cent. dividend annually, it is evident she cannot contribute anything for several years to come, needing all her net income to expend in permanent improvements on her road, and in furnishing equipments for the increase of business. The C. H. & D. Co., now owns a majority of the D. & M. stock and is virtually responsible for all her bonded debt, and will eventually consolidate. The two roads are now worked as one. Separate accounts are kept of the earnings of both companies on the books of the C. H. & D., as required by the lease; but the same officers manage the whole. No expense beyond the hire of one clerk and some stationery would be saved by consolidation.

It is urged in favor of immediate consolidation, that if postponed until that road earns a dividend, the stock must be taken at a higher figure than forty per cent. This may be the case, but the C. H. & D. stockholders should always be ready to agree that the net earnings applicable to the dividends, earned by the D. & M. Co., should fix the relative value of her stock, compared to those of the net earnings, C. H. & D. alike applicable to dividends.

The stockholders will pardon me for now speaking of matters somewhat personal to myself.

My connections with their road commenced in the early part of the year 1848. The rights of way were still to be obtained, and the capital secured to build the road. This was accomplished by me with the assistance of a Board of Directors. The iron was purchased on favorable terms, and the stock and first bond sold at par, without any employment of agents or expense of commissions. The road was opened for business to Dayton in September, 1851, and would have been at an earlier period but for the prevalence of cholera in the region through which it passed.

Nearly nineteen years of the best portion of my

life have been devoted industriously to its interests. With me it has been like a first born child. Salary or money has been no object, compared to the success of the road.

I have been content to build up a road that would be beneficial to the city in which I have lived for more than half a century, and been an active participant in its business for forty years.

The financial credit of the company has never been impeached, for it never failed to meet an obligation, large or small, when due and properly audited.

The stockholders have received fair dividends (an average of 7 4-5 per cent. from the first excess), and there has been no failure to pay interest on bonds or necessity of capitalization. No protests were ever served on it for want of ability or promptness in paying notes of its own making. Its real business has grown from \$321,798 to \$1,361,566 47, and bids fair to go on increasing, if facilities are provided.

The stockholders have been fortunate year after year from the commencement of the work in having Boards of Directors who worked harmoniously. No schism ever occurred among them, nor have they had any object other than to promote the best interests of the stockholders. No "axes have been ground for them." But for their united support I would have long since disconnected myself with the work. To them belongs whatever of credit is due to the success of the enterprise. Many of them, and among the most useful, have gone to their final rest. The names of George Carlisle, John Woods, and John C. Wright will be long remembered and honored, in connection with the railroad up the Great Miami Valley.

Some of our stockholders occasionally express doubts as to the propriety of my remaining President of the Atlantic and Great Western Railway and at the same time of the Cincinnati, Hamilton and Dayton.

They fear that it is too much for one man to do justice to. The position as President of that road was not sought by me. On the contrary, it was declined when tendered, until the board unanimously recommended that I should take the place. It was believed that the interests of the roads would be best promoted by having one head to direct them.

I should resign the presidency of the A. & G. W. at an early period, if I thought either was neglected by me.

With the assistance of Vice-Presidents on both roads, who take charge of most of the detail, the labor is no greater than I performed on our road for many years, with less experience.

After the reading of the President's statement, discussion was had on the affairs of the road, its management, &c., when it was

Resolved, That the Directors be instructed not to sell any of the stock authorized to be issued at less than par.

Alabama and Florida Railroad.

We understand that the President of the Alabama and Florida railroad of Florida is now at the North for the purpose of raising about two hundred thousand dollars in cash, with which to put that road in working order from the Gulf to the State line. This connects Pensacola with Northern lines by way of Montgomery, and also connects with Mobile and New Orleans. It is a very important route, the harbor being one of the finest in the South, and the commercial advantages of the line easily understood.

 The yield of the Portage Lake Mines in June was as follows: Franklin, 105 tons, 175 lbs.; Pewabic, 90 ton, 527 lbs.; Huron 60 tons, 1,016 lbs.; Isle Royale, 31 tons, 1,230 lbs.; Grand Portage, 24 tons, 875 lbs.; Albany and Boston, 15 tons, 475 lbs.; Sheldon-Columbian, 10 tons.

The yield of the National Copper Mine for June was 30 tons, 1,162 lbs.

MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.							
COMPANIES.	Par	Value	Shares.	COMPANIES.	Par	Value	Shares.	COMPANIES.	Par	Value	Shares.	COMPANIES.	Par	Value	Shares.				
COPPER:				COPPER:				IRON:				GOLD:							
Acton	Ca.	5	200,000		Knowlton	L. S.	25	8	20,000		Broad Top	Pa.	50	50	50,000				
Acton Vale	Ca.	5	50,000		Lafayette	Ca.	25	20,000			Copake	N. Y.	50	50	50,000				
Adventure	L. S.	25	3	20,000	Lake	"	25	2	20,000		Foster	"			Ada Elmore	Idaho	10	10	100,000
Alma	"	25	11	20,000	Lawrence	L. S.	25	20,000			French Creek	Pa.	5	5	100,000				
Albany and Boston	"	50	251	20,000	Lenoxville	Ca.	5	100,000			Garrison's	N. Y.	100	100	10,000				
Algoma	"	25	3	20,000	Logan	"	3	100,000			George's Creek	Md.	5	5	20,000				
Allouez	"	25	1	20,000	Lower California	Mo.	50	40,000			Harewood	"	5	5	20,000				
American	"	25	17	20,000	Lyster	Ca.	2	200,000			Lake Superior	L. S.	25	25	20,000				
Amygdaloid	"	25	17	20,000	Madison	L. S.	25	6	20,000		Mount Pleasant	Pa.	50	50	10,000				
Anita	Cal.	"	20,000		Malden	"	25	2	20,000		Teal Lake	L. S.	25	20,000					
Annapolis	Md.	10	50,000		Mandan	"	25	42	20,000		Tyson	Vt.	10	---	20,000				
Arecaia	L. S.	25	20,000		Manhattan	"	25	5	20,000		LEAD AND ZINC:								
Arizona	Ariz. T.	100	100,000		Marquette	"	25	34	20,000		Amenia	N. Y.	5	5	100,000				
Arnold	L. S.	25	20,000		Maryland	Md.	5	5	20,000		Bucks County	Pa.	5	40,000					
Ascot	Ca.	20	20,000		Mass	L. S.	25	48	20,000		Canada	Ca.	5	50,000					
Astor	L. S.	25	14	20,000	Massachusetts	"	25	20,000			Champion	N. Y.			Burroughs	"	10	100,000	
Atlas	"	25	2	2,000	Medora	"	25	11	20,000		Clute	"	5	5	110,000				
Aztec	"	25	44	20,000	Mendota	"	25	14	100,000		Continental	"	25	20,000					
Balt. and N. C.	N. C.	5	20,000		Merrimac	"	25	64	20,000		Eastport	Me.	10	100,000					
Bay State	L. S.	25	184	20,000	Merryweather	"	25	20,000			Erie	N. Y.	10	40,000					
Beaver	"	25	2	20,000	Mesnard	"	25	8	20,000		Gay's River	"	2	100,000					
Bedford	Ca.	5	125,000		Meteor	"	25	20,000			Hampton	Mass.	5	100,000					
Black River	"	24	20,000		Michigan	"	25	20,000			Jefferson	N. Y.			Jobden	Idaho	10	100,000	
Bohemian	L. S.	25	174	20,000	Middlesex	"	25	20,000			Kings Hill	"	5	10,000					
Bolton	Ca.	5	200,000		Milton	"	25	18	20,000		Lake Superior	Mich.	5	200,000					
Boston	L. S.	25	21	20,000	Minnesota	L. S.	25	184	20,000		Lancaster	Pa.	5	50,000					
Brooklyn	L. S.	25	21	20,000	Mississiqui	Ca.	2	150,000			Lehigh	Pa.			Central	Col.	5	200,000	
Brome	Ca.	5	100,000		Morrison	L. S.	25	20,000			Macomb	N. Y.	5	110,000					
Cabot	L. S.	25	4	20,000	Nashua	"	25	20,000			Maine	Me.	10	50,000					
Caledonia	"	25	5	20,000	National	"	25	54	20,000		Mineral Point	N. Y.	5	100,000					
Cambridge	"	25	5	20,000	Native	"	25	2	20,000		Morgan	"	5	100,000					
Canada	Vt.	4	100,000	90c	Naumkeag	"	25	1	20,000		Mount Hope	N. Y.	24	80,000					
Carp Lake	L. S.	25	20,000		Nebraska	"	25	20,000			New Hampshire	N. H.	5	100,000					
Cascade	"	25	20,000		Nequaket	"	25	2	20,000		New Jersey	N. J.	10	12,000					
Central	"	25	5	20,000	New England	L. S.	25	2	20,000		N. Y. & Boston	N. Y.	10	100,000					
Champlain	Ca.	14	200,000		New Jersey cons.	N. J.	10	100,000			Oswegatchie	Ca.	5	100,000					
Chatham	"	2	20,000		Newton	Ca.	1	200,000			Phenix	N. Y.	5	50,000					
Cheticamp	"	5	30,000		New York	L. S.	25	1	20,000		Placentia Bay	N. F.	5	200,000					
Chippewa	L. S.	25	20,000		N. Y. & Passaic	N. J.	5	100,000			Ramsay	Ca.	25	20,000					
Clifton	"	25	20,000		Pacific	L. S.	25	20,000			Rochester	"	24	200,000					
Collin	"	25	20,000		Pennsylvania	"	50	50	20,000		Rosie	N. Y.	5	100,000					
Concord	"	25	4	20,000	Petherick	"	25	54	20,000		Shawangunk	N. Y.	5	10,000					
Consolidated	"	25	5	20,000	Pewabic	"	25	34	20,000		Sussex	N. J.	5	125,000					
Copper Creek	Mo.	100	10,000		Phila. & Boston	"	25	15	20,000		Union	Pa.	5	100,000					
Copper Creek	W. Va.	25	20,000		Phoenix	"	25	15	20,000		Wallkill	N. Y.			Wallkill	"			
Copper Falls	L. S.	25	24	20,000	Pontiac	"	25	10	20,000		Warren	N. H.			Waukegan	Ill.			
Copper Harbor	"	25	1	20,000	Appleton	"	50	50	20,000		White Mountain	"			Waukegan	Ill.			
Copper Hill	Wis.	1	200,000		Ashburton	"	50	50	50,000		COAL & ANTHRACITE:				Waukegan	Ill.			
Corinth	Vt.	25	20,000		Atlantic & G. C.	Md.	100	100	10,000		American	Pa.	25	60,000	58				
Cornwall	"	2	200,000		Baltimore	"	50	50	100,000		Kip & Buel	"	2	100,000					
Dacotah	L. S.	25	21	20,000	Belmont	"	50	50	10,000		La Crosse	"	10	100,000					
Dana	"	25	34	20,000	Big Mountain	"	50	50	10,000		Liebig	"	5	200,000					
Deep River	N. C.	5	10,000		Boston & Picton	N. S.	5	5	100,000		Lake Major	N. S.	50	12,000					
Delaware	L. S.	25	20	20,000	Bridgeport	"	10	10	30,000		Mariposa	Cal.	100	100	50,976				
Dermby	"	25	20,000		Broad Mountain	"	10	10	30,000		Mo. preferred	"	100	100	57,744				
Devon	"	25	1	20,000	Beaver Meadow	Pa.	50	50	100,000		Mammoth	Col.	10	100,000					
Dorchester	"	25	14	20,000	Belmont	"	50	50	10,000		Manhattan	"			Mammoth	Col.	10	100,000	
Douglas	"	25	5	20,000	Big Mountain	Pa.	50	50	10,000		Massachusetts	"	5	250,000					
Dover	Ca.	2	1	200,000	Boston & Picton	N. S.	5	5	100,000		Mount Vernon	Nev.	10	300,000					
Dudley	L. S.	25	14	20,000	Bridgeport	"	10	10	30,000		Montana	Col.	4	100,000					
Dunham	Ca.	2	200,000		Broad Mountain	"	10	10	30,000		National	"	10	300,000					
Durham	"	5	200,000		British American	N. S.					New York City	Nev.	100	50,000					
Eagle River	L. S.	25	31	20,000	Cape Briton	N. S.	24	24	200,000		New York	Col.	10	100,000					
Edwards	"	25	14	20,000	Central	Pa.	50	50	50,000		N. Y. & Nevada	Nev.	10	100,000					
Ely	Ca.	5	100,000		East Mahanoy	Pa.	100	100	50,000		N. Y. & N. So.	N. S.	10	100,000					
Empire	L. S.	25	10	20,000	Everhart	"	25	20,000			North Clear Creek	Col.	10	100,000					
Eureka	"	25	20,000		Franklin	"	100	100	5,000		Pacific	"	100	40,000					
Everett	"	25	1	20,000	Fulton	"	5	5	60,000		Peoples'	Cal.	50	100,000					
Everett	"	25	1	20,000	Gilberton	"	50	50	5,000		Pre-cott	Ariz.	10	100,000					
Everett	"	25	1	20,000	Hamp. & Balt.	Md.	10	10	50,000		Quartz Hill	Col.	25	40,000					
Everett	"	25	1	20,000	Hazleton	Pa.	50	50	32,300		Republie	Nev.	100	15,000					
Everett	"	25	1	20,000	International	N. S.	50	50	20,000		Rocky Mountain	Col.	10	50,000					
Everett	"	25	1	20,000	Lackawanna	Pa.	50	50	5,000		Sherbrooke	Can.	10	100,000					
Everett	"	25	1	20,000	Lawrence	"	100	100	2,000		Smith & Parmalee	Col.	20	125,000					
Everett	"	25	1	20,000	Locust Dale	"	50	50	50		Standard	"	10	50,000					
Everett	"	25	1	20,000	Lehigh & Susq.	"	50	50	50		Stephoe	Nev.	100	20,000					
Everett	"	25	1	20,000	Mahoney	"	20	20	10,000		Tascher	Can.	10	100,000					
Everett	"	25	1	20,000	Mammoth Vein	"	10	10	10,000		Texas	Col.	10	50,000					
Everett	"	25	1	20,000	Maryland Anth.	Md.	20	20	25,000		Union	"	50	200,000					
Everett	"	25	1	20,000	Metropolitan	"	100	100	5,000		United States	"	20	75,000					
Everett	"	25	1	20,000	Mt. Pleasant	Pa.	50	50	5,000		Waddingham	Idaho	25	24,000					
Everett	"	25	1	20,000	Narragansett	R. I.	10	10	8,000		SILVER:								
Everett	"	25	1	20,000	North Carbonale	"	20	20	10,000		Arizona	Ariz.	100	100					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.
 I. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed: equil. Length, in miles.	Equipment. Cara.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Bounded. Debt.	Floating Debt.	Indebtedness.	Earnings.		Market Price.	
									Gross.	Nett.		
									Dividends on paid capital.	Par Value.		
Completed: equil. Length, in miles.	In progress or projected	Horses.	1-horse.									
m.	m.	No	No	N								
20 Nov. '64	3.36	—	—	MASSACHUSETTS.	\$	\$	\$	\$	\$	\$	21	
30 Nov. '64	4.52	—	179	28	110,000	110,000	—	—	8,800	7,409	6	
30 Nov. '64	27.43	—	—	Boston and Chelsea-----	256,257	250,000	26,482	129,615	15,865	8	43	
30 Nov. '64	7.5	—	—	Broadway, Boston-----	734,671	727,800	94	(Union Co.)	9	93		
30 Nov. '64	1.41	—	—	Cambridge-----	—	41,000	—	(Metrop. poli'n)	6	46		
30 Nov. '64	2.80	—	26	6	Dedham and West Roxbury-----	18,742	12,000	6,660	(Middl. esex)	50	51	
30 Nov. '64	11.75	—	200	31	Dorchester and Roxbury-----	43,894	40,129	3,590	11,062	766	42	
30 Nov. '64	3.41	—	—	Lowell (Horse)-----	254,611	200,000	50,000	18,165	129,927	8	24	
30 Nov. '64	2.97	—	—	Lynn and Boston-----	60,246	200,000	73,100	66 222	20,807	—	21	
30 Nov. '64	31.85	—	841	140	Medford and Charlestown-----	35,000	23,000	11,000	—	(Middl. esex)	5	20
30 Nov. '64	6.84	—	263	41	Metropolitan (Boston)-----	1,420,141	1,176,075	218,487	580,043	49,981	6	41
30 Nov. '64	5.69	—	75	9	Middlesex (Boston)-----	485,945	400,000	31,000	104,617	170,236	3	93
30 Nov. '64	6.75	—	66	15	Quincy-----	135,243	71,000	55,533	31,583	25,510	1,368	
30 Nov. '64	2.88	—	—	Salem & South Danvers-----	173,980	150,000	—	25,800	37,017	—	21	
30 Nov. '64	2.50	—	10	2	Somerville-----	50,000	50,000	—	—	(Middl. esex)	5	20
30 Nov. '64	6.74	—	—	Stoneham street (Boston)-----	35,300	32,900	—	—	7,454	—	—	
30 Nov. '64	6.00	—	70	—	Suburban-----	95,500	5,000	—	—	(Middl. esex)	—	—
30 Nov. '64	411	—	63	Suffolk (Boston)-----	(Sold to Metro)	—	Aug. 1, '64)	—	34,198	1,261	—	
30 Nov. '64	1.59	—	—	Union (Transportation)-----	241,441	160,000	20,000	144,318	278,428	—	93	
30 Nov. '64	2.25	—	—	West Cambridge-----	13,600	13,600	—	—	(Leased)	6	42	
30 Nov. '64	11.60	—	59	8	Winnisimmet-----	62,154	60,000	—	939	21,389	—	—
				Worcester-----	86,657	75,800	—	53,668	25,453	—	—	
CONNECTICUT.												
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville-----	100,000	100,000	—	—	—	—	8
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield-----	300,000	300,000	—	—	—	—	—
NEW YORK.												
30 Sep. '64	10.76	—	32	28	Broadway (Brooklyn)-----	237,139	200,000	27,500	5,782	67,594	18,386	6
30 Sep. '64	14.33	—	78	—	Broadway & 7th Ave., N. Y.-----	3,293,245	2,100,000	19,000,000	75,000	95,551	18,965	100
30 Sep. '64	7.00	2.80	—	10	Brooklyn, Bath & Coney Is'd-----	120,388	98,850	76,000	44,000	15,831	2,942	5
30 Sep. '64	24.00	—	48	22	Brooklyn Central & Jamaica-----	897,646	492,150	400,000	55,291	173,827	3,666	9
30 Sep. '64	56.18	1.90	140	29	Brooklyn City-----	1,330,717	1,000,000	170,000	15,000	694,333	77,142	84
30 Sep. '64	11.75	4.00	—	28	Brooklyn City and Newtown-----	531,784	366,000	200,000	19,144	8,049	4,162	—
30 Sep. '64	0.09	9.41	—	—	Brooklyn City & Ridgewood-----	161,137	140,500	20,000	4,637	—	—	—
30 Sep. '64	—	18.00	—	—	Brooklyn City & Rockaway-----	—	12,000	—	700	—	—	—
30 Sep. '64	—	25.00	—	—	Brooklyn, N. Y. & R'kwy'-----	90,000	50,000	25,000	15,000	—	—	—
30 Sep. '64	—	23.0	—	—	Buffalo Street-----	33,500	15,000	18,500	—	—	—	—
30 Sep. '64	—	—	—	Canarsie, Bklyn & Win'd-----	—	—	—	—	—	—	—	
30 Sep. '64	—	—	—	Central City (Syracuse)-----	—	—	—	—	—	—	—	
30 Sep. '64	19.00	3.00	99	12	Cent'l Pk., N. & E. Riv. (N. Y.)-----	1,330,302	774,350	550,000	—	327,713	30,493	100
30 Sep. '64	17.25	—	32	—	Coney Island and Brooklyn-----	603,889	500,000	113,000	—	100,438	9,148	12
30 Sep. '64	—	6.00	—	—	East & North River (N. Y.)-----	650	650	—	—	—	—	100
30 Sep. '64	18.50	1.00	101	—	Eighth Avenue (N. Y.)-----	1,166,162	1,000,000	4,000	5,000	452,701	4,208	12
30 Sep. '64	12.00	1.00	—	50	42d st. & Grand st., Ferry-----	951,570	660,000	261,600	33,282	178,056	22,293	8
30 Sep. '64	—	—	—	Fourteenth Street (N. Y.)-----	—	—	—	—	—	—	—	
30 Sep. '64	4.52	—	—	Grand St. & Newtown (W'g)-----	—	—	—	—	—	—	—	
30 Sep. '64	10.00	—	17	—	Harlem Br., Moris & Ford'm-----	158,749	72,000	88,000	—	34,660	897	—
30 Sep. '64	—	—	—	Main & Ohio St. (Buffalo)-----	—	—	—	—	—	—	—	
30 Sep. '64	—	—	—	Niagara Street (Buffalo)-----	—	—	—	—	—	—	—	
30 Sep. '64	11.00	7.00	34	—	Ninth Avenue (N. Y.)-----	451,154	795,360	67,000	—	90,108	loss.	100
30 Sep. '64	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)-----	—	—	—	—	—	—	—	
30 Sep. '64	—	11.00	—	—	Port Morris & Westchester-----	1,200	1,200	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	Rochester City & Brighton-----	237,889	134,000	91,000	10,000	47,739	—	—
30 Sep. '64	16.00	—	—	Second Avenue (N. Y.)-----	1,155,615	650,000	520,000	53,000	350,718	20,134	100	
30 Sep. '64	8.37	—	40	25	Sixth Avenue (N. Y.)-----	1,222,621	750,000	—	—	424,306	14,753	5
30 Sep. '64	—	—	—	Tenth Av & 32d st. (N. Y.)-----	—	—	—	—	—	—	—	
30 Sep. '64	17.50	—	137	3	Third Avenue (N. Y.)-----	1,958,354	1,170,000	1,180,000	35,000	844,701	171,587	12
30 Sep. '64	—	—	—	Troy and Cohoes-----	50,000	—	—	—	—	—	—	
30 Sep. '64	6.50	9.00	18	—	Utica City-----	193,945	124,500	65,500	7,000	18,295	loss.	—
30 Sep. '64	1.50	—	3	—	V. Brunt st. & Erie Bas. (Buff.)-----	62,000	50,000	12,000	—	10,856	2,380	—
30 Sep. '64	—	12.00	—	—	Williamsburgh & Cony Is'd-----	15,000	15,000	—	—	—	—	—
NEW JERSEY.												
31 Dec. '62	5.32	—	7	—	Hoboken and Hudson City-----	32,000	30,000	—	2,000	—	—	—
31 Dec. '62	5.05	2.50	—	8	Hoboken and Weehawken-----	134,400	70,000	60,000	—	17,228	9,986	3
31 Dec. '62	10.47	—	—	Jersey City & Bergen Point-----	—	—	—	—	—	—	—	
31 Dec. '63	17.00	—	150	22	Orange and Newark-----	411,000	211,000	200,500	—	71,050	19,183	55
31 Dec. '62	5.80	—	—	West Hoboken & Hoboken-----	100,000	40,000	60,000	—	—	—	—	
PENNSYLVANIA.												
31 Oct. '65	7.89	—	142	24	Chestnut & Walnut (Phila.)-----	235,421	100,000	135,000	—	—	40	10
31 Oct. '65	5.50	—	12	21	Citizens' (Pittsburg)-----	188,024	100,000	56,300	10,318	114,721	34,877	10
31 Oct. '65	12.33	—	262	40	Frankford & Southw'k (Ph.)-----	765,569	491,620	200,000	—	286,861	91,545	50
31 Oct. '65	6.00	—	86	15	Fairm't Pk & Del. Riv. (Ph.)-----	—	—	—	—	62,732	8,227	—
31 Oct. '65	4.50	—	195	33	Green & Coates st. (Phila.)-----	232,953	150,000	100,000	—	158,863	39,721	2
30 Nov. '65	19.00	—	250	44	Germantown-----	385,169	112,245	250,000	—	197,195	49,561	—
31 Oct. '65	5.04	—	120	25	Girard College (Phila.)-----	114,611	160,000	—	—	122,866	36,832	4
31 Oct. '65	6.00	—	20	25	Harrisburg City-----	49,504	30,118	—	9,000	6,726	3,562	25
31 Oct. '65	19.00	—	328	56	Hestonv, Mantua & Fairmount-----	—	—	183,600	75,131	153,813	39,179	50
31 Oct. '65	4.50	—	105	16	Lombard & South st. (Phila.)-----	186,000	90,000	50,200	16,000	72,460	14,007	25
31 Oct. '65	3.75	—	124	18	Oakland (Pittsburg & E. L.)-----	96,385	75,000	35,000	150	88,795	20,243	16
31 Oct. '65	2.06	—	67	12	Pittsburg and Birmingham-----	66,440	54,000	22,600	—	67,040	17,248	14
31 Oct. '65	3.80	—	165	27	Philadelphia City-----	240,264	100,000	135,000	—	149,978	59,722	78
31 Oct. '65	5.00	—	64	10	Philadelphia and Darby-----	56,383	100,000	17,000	—	36,781	6,494	5
31 Oct. '65	4.50	—	51	10	Ridge Avenue & Manvunk-----	170,635	120,000	63,300	—	41,737	6,903	—
31 Oct. '65	18.69	—	431	67	Second & Third st. (Phila.)-----	472,031	203,757	137,300	—	437,562	158,830	10
31 Oct. '65	5.62	—	87	9	17th & 19th st. (Phila.)-----	114,368	120,000	—	—	51,683	9,187	50
31 Oct. '65	7.00	—	118	16	Spruce & Pine (Phil. & Gr. & F.)-----	249,411	217,697	15,000	10,000	84,900	20,545	4
31 Oct. '65	7.00	—	210	35	St. 10th & 11th st. (Citizens')-----	176,048	192,750	—	—	210,143	81,810	98
31 Oct. '65	6.25	—	143	23	St. 13th & 15th st. (Phila.)-----	—	—	—	—	143,038	38,435	5
31 Oct. '65	6.00	—	42	70	Union, Philadelphia-----	527,185	291,475	80,000	263,128	206,593	5,800	—
31 Oct. '65	6.00	—	327	52	West Philadelphia-----	355,105	249,100	100,000	10,000	309,261	81,335	10
31 Oct. '65	1.00	—	9	4	Williamsport-----	—	15,150	—	622	3,637	1,851	25
MARYLAND.												
31 Dec. '62	21.00	—	340	50	Baltimore City-----	700,000	670,000	—	31,549	239,058	21,058	—
OHIO.												
31 Dec. '62	5.00	—	—	Cincinnati Street-----	151,913	150,000	—	—	—	—	—	
31 Dec. '62	5.00	—	—	City (Cinc.) Passenger-----	111,412	100,000	—	—	—	—	—	
31 Dec. '62	3.81	—	—	Passenger (Cinc.)-----	69,887	50,000						

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing	INTEREST.		Prin- cipal payable	Market Price
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage ---	\$ 27,500	7 pc	Monthly	Year Var.	p. c.
Broadway & 7th Avenue: 1st Mortgage -----	200,000	7	J. & J.	1884	—
Brooklyn & Coney Is'd 1st Mortgage -----	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica: 1st Mortgage -----	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage -----	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage -----	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage -----	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage -----	150,000	6	J. & J.	1881	58
Central Park, East & North River: 1st Mortgage -----	550,000	7	J. & J.	1874	—
Citizens [Pittsburg]: 1st Mortgage -----	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage -----	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage -----	113,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage -----	6,500	7	—	—	—
Dorchester: Real Estate Mortgage ---	5,000	6	—	—	—
Forty-second street: 1st Mortgage -----	127,150	7	J. & J.	1873	—
Real Estate -----	184,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage -----	200,000	7	J. & J.	1869	107
Germanstown: 1st Mortgage -----	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage -----	98,000	7	J. & J.	1870	95
Harlem Br., Morris & Ford'm 1st Mortgage -----	88,000	7	J. & J.	—	—
Hestonville, Mantua & Fair- mount: 1st Mortgage -----	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage -----	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road] -----	50,000	6	M. & S.	'71-'72	88
Malden and Melrose: 1st Mortgage guaranteed -----	73,100	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	—	—	—
Middlesex: 1st Mortgage -----	31,000	—	—	—	—
Malden & Melrose bonds -----	51,762	—	—	—	—
Real Estate -----	4,000	—	—	—	—
Ninth Avenue: 1st Mortgage -----	67,000	7	—	—	—
North Philadelphia: 1st Mortgage -----	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street.	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage " -----	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage -----	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage -----	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry: 1st Mortgage -----	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester: 1st Mortgage -----	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage -----	22,800	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage -----	87,000	7	J. & J.	1871	—
Quincy: Plain bonds -----	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage -----	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage -----	91,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage -----	550,000	7	J. & D.	1887	—
Second and Third Street: 1st Mortgage -----	125,000	7	J. & J.	1868	90
2d Mortgage -----	50,800	7	J. & J.	1869	100
Sixth Avenue: 1st Mortgage -----	15,000	7	J. & J.	1875	—
Third Avenue: 1st Mortgage -----	1,000,000	7	J. & J.	1870	—
Real Estate bonds -----	180,000	—	—	—	—
Union: Real Estate Mortgage ---	20,000	6	J. & D.	1883	—
Utica City: 1st Mortgage -----	65,500	7	—	—	—
West Hoboken & Hoboken 1st Mortgage -----	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage -----	100,000	7	J. & J.	1880	—

FEDERAL, STATE AND CITY SECURITIES.

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1861	160,000	179,041	154,575	181,034	186,433	314,521	332,098	406,076	446,044	396,847	381,810	357,556	-----	
1862	289,400	327,269	399,870	343,403	399,364	521,174	595,523	738,527	677,625	719,911	731,270	599,762	-----	
1863	504,991	408,884	388,480	394,583	451,477	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Alton :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	81,531	75,621	78,361	65,358	75,250	63,781	73,474	136,897	141,174	122,487	104,264	80,296	1,098,464	
1862	73,169	93,591	110,935	72,196	81,394	90,625	95,098	128,191	132,639	119,409	115,201	111,955	1,228,001	
1863	109,860	101,355	104,372	122,084	132,501	145,542	149,137	167,948	170,044	170,910	156,869	153,294	1,073,706	
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484	
1865	280,503	275,288	299,063	258,480	322,278	355,270	385,985	409,251	401,280	357,966	307,919	236,824	3,840,092	
1866	210,171	207,913	304,385	270,889	333,432	368,273	328,870	-----	-----	-----	-----	-----	-----	
Chicago and Rock Island :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	83,020	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050	
1862	120,776	90,607	75,676	76,450	102,353	138,374	119,647	117,086	146,208	161,603	138,796	135,595	1,423,489	
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,308	210,729	216,030	196,435	201,134	1,950,267	
1864	158,735	175,482	243,150	185,013	198,679	243,175	224,980	307,874	375,860	324,865	336,617	321,037	2,096,470	
1865	305,554	246,331	299,403	196,680	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,313,514	
1866	241,395	183,385	267,230	197,886	264,605	290,642	224,112	-----	-----	-----	-----	-----	-----	
Chicago and North Western :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1863	-----	-----	-----	-----	-----	366,100	281,334	296,160	473,186	551,122	435,945	407,688	2,811,544	
1864	273,876	317,839	380,355	421,363	466,530	565,145	480,710	519,306	689,605	729,759	716,378	563,400	6,114,566	
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,611	946,707	921,886	749,101	546,609	7,988,980	-----	
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	-----	-----	-----	-----	-----	-----	
Chicago and Great Eastern :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	13,316	11,065	13,670	12,188	10,703	15,620	15,110	20,055	28,895	26,762	26,334	25,461	211,077	
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656	
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	61,886	60,895	528,364	
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,376	94,543	78,111	856,495	
1865	77,787	77,242	83,450	75,514	76,674	91,917	91,075	97,145	106,389	118,010	116,293	91,564	1,103,821	
1866	90,415	70,430	111,102	107,072	120,460	118,960	84,637	-----	-----	-----	-----	-----	-----	
Erie :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,056	419,010	515,948	719,354	734,108	714,211	6,214,182	
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	596,421	885,136	902,906	963,859	8,400,334	
1863	845,095	839,949	956,445	948,059	848,783	770,148	731,243	887,092	816,801	965,294	1,024,649	1,035,321	10,469,451	
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,584	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643	
1865	1,001,007	947,146	1,256,566	1,455,455	1,133,461	1,171,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775	
1866	including Buffalo Division	1,187,188	983,856	1,070,434	1,183,295	1,001,688	1,243,143	-----	-----	-----	-----	-----	-----	
Illinois Central :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	321,844	279,288	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,240	224,401	2,899,612	
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,768	414,543	410,336	372,593	359,463	3,445,827	
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028	
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447	
1865	571,536	528,972	616,695	516,608	460,573	617,652	578,403	747,469	739,736	641,559	643,987	518,088	7,151,308	
1866	582,823	512,628	516,822	406,773	507,830	560,025	467,115	-----	-----	-----	-----	-----	-----	
Marietta and Cincinnati :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1862	32,904	26,252	25,891	33,579	32,668	29,324	37,271	56,687	46,452	81,329	55,257	48,544	512,218	
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225	
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	96,946	96,908	96,453	1,038,165	
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058	
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	-----	-----	-----	-----	-----	-----	
Milwaukee and Prairie du Chien :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407	
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,329	122,272	61,835	1,163,734	
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258	
1864	102,749	116,135	88,221	140,418	186,747	212,209	139,547	133,399	168,218	178,526	149,099	117,013	1,711,281	
1865	98,184	74,283	70,740	106,688	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,988,712	
1866	121,776	84,397	72,135	108,052	267,488	262,172	-----	-----	-----	-----	-----	-----	-----	
Michigan Southern & Northern Indiana :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077	
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,883	
1863	245,784	230,508	557,227	268,613	264,935	241,236	193,328	215,449	328,012	308,106	375,567	332,260	348,048	5,302,641
1864	266,600	304,445	328,454	330,661	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153	
1865	368,998	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,722	
1866	312,846	277,734	343,737	365,196	335,983	324,986	-----	-----	-----	-----	-----	-----	-----	
Michigan Central :	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314	
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702	
1863	242,073	245,858	236,432	238,495	236,453	206,221	231,328	215,449	328,012	308,106	375,483	339,794	306,186	
1864	252,435	278,348	348,802	383,276	271,563	265,780	283,244	346,781	408,445	410,802	405,510	376,		

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.			Price.	Description.	Amount.	Interest.	Interest.		
			When payable.	Where payable.	Due.					When payable.	Where payable.	Due.
Alabama and Florida :							Chicago and Milwaukee :					
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July	New York	1898
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern :	5,600,000	7	Apr. & Oct.	New York	1895
Alabama and Tenn. Rivers :							1st Mortgage					
1st Mortgage convertible	833,000	7	Jan. & July.	New York	1872		Chicago and Rock Island :	1,397,000	7	Jan. & July.	New York	1870
2d Mortgage	225,705	8			1864		1st Mortgage	51,000	8	May & Nov.	" var.	101
Albany and Susquehanna :							Income bonds					
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern :	1,250,000	7	Feb. & Aug.	New York	1885
1st Mortgage	308,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	3,600,000	7	" "	"	96
Allegheny Valley :							General 1st Mortgage					
1st Mortgage							Funded Coupon Bonds	756,000	7	May & Nov.	"	86
Atlanta and Gt. Western :							Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	83
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80	Equipment Bonds	270,483	7	Jan. & July.	"	92
2d Mortgage, " "	800,000	7	" "	"	1881	75	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	78
1st Mortgage, Penn.	2,500,000	7	" "	"	1877	81	Green Bay Extension Bonds	300,000	7	" "	"	87
2d Mortgage, " "	1,000,000	7	" "	"	1882	77	Flagg Trust Bonds	245,000	8	Jan. & July.	"	75
1st Mortgage, Franklin Branch	528,000	7			1882		Cincinnati, Hamilton and Dayton :					
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85	1st Mortgage	379,000	7	Jan. & July.	New York	1867
2d Mortgage, " "	4,000,000	7	Jan. & July.	"	1883	98	2d Mortgage	1,260,000	7	May & Nov.	"	110
1st Mortgage, Buffalo Extension	2,000,000	7			1884		Cincinnati, and Zanesville :					
1st Mortgage, Silver Creek	300,000	7			1884		1st Mortgage	1,200,000	7	May & Nov.	New York	1863
Consolidated Bonds	13,858,000	7			1890		Cleveland and Mahoning :					
Atlanta and St. Lawrence :							1st Mortgage	850,000	7	Feb. & Aug.	New York	1873
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	3d Mortgage	587,000	8	March & Sept.	"	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	Hubbard Branch	105,800	7			
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70		Clev., Painesville and Ashtabula :					
Baltimore and Ohio :							Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York	1878
Maryland Sterling B'ds of 1838.	8,000,000	5	Ja. Ap. Ju.Oc.	London.	1838		Dividend Mortgage	1,000,000	7			121
Mortgage Coupon	" 1853		April & Oct.	Baltimore.	1885	98	Cleveland and Pittsburg :					
" " "	2,591,500		"	"	1880	96	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York	1873
" " "	676,000	6	Jan. & July.	"	1875	95	3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	"	87
" " "	1,085,000	6	Jan. & July.	"	1867	99	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	76
" " "	960,084	6	Ja. Ap. Ju.Oc.	"	1890	92	River Line bonds	4,000	7			1887
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"			Dividend bonds	16,725				
Bay de Noquet and Marquette :							Income bonds	3,500				
Bellevfontaine and Indiana :							Clev., Columbus and Cin. :					
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York	'64-'90
1st Mortgage extended	422,000	7	" "	"	1870		Cleveland and Toledo :					
2d Mortgage	116,000	7	" "	"	1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York	1867
Income bonds	87,000				1870		Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872
Belvidere Delaware :							C. & T. Mortgage Bonds	306,000	7	April & Oct.	"	86
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870
2d Mortgage (do)	600,000	6	March & Sept.	Princeton.	1885	80	C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	102
2d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101	Columbus and Xenia :					
Boston Concord and Montreal :							Dividend	36,600	6	June & Dec.	New York	1866
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865		Mortgage	248,000				
1st Mortgage	300,000	7	" "	New York.	1865		Connecticut River :					
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100	Connecticut and Passump. Rivers :					
Sinking Fund	336,000	6	" "	Boston.	1889	100	1st Mortgage	605,700	6	June & Dec.	Boston.	1876
Boston and Lowell :							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	2d Mortgage	109,500	8	" "	"	1904
Buffalo, New York and Erie :							3d Mortgage	283,000	8	Jan. & July.	New York	1867
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	4th Mortgage	2,622,000	8	" "	"	114
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103	Toledo depot bonds	642,000				1881
Buffalo and State Line :							Funded Interest	189,500				103
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101	Dayton and Michigan :	34,250				
Income in '69, & in '72	200,000	7	Jan. & July.	"	1870		1st Mortgage	283,000	8	April & Oct.	Philadelphia.	1904
Special Erie and North-East	149,000	7	" "	"	1870		2d Mortgage	109,500	8	" "	"	1881
Burlington and Missouri :							3d Mortgage	250,000	8	Jan. & July.	New York	1867
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1833		4th Mortgage	189,500	8	" "	"	1881
Cairo and Fulton (Mo.) :							Dayton and Western :					
State (Mo.) Loan	650,000	6					1st Mortgage	289,000	7	March & Sept.	New York	1882
Camden and Amboy :							2d Mortgage	250,000	7	June & Dec.	"	40
English debt (S. F.) £418,950.	2,027,718	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875
American Loan	63,000	6	"	New York.	1864		Guaranteed	100,000	6	" "	"	104
Loan for 450,000	229,700	6	"	"	1867		State Loan	170,000	6	" "	"	105
" " \$300,000	423,680	6	"	"	1870		Delaware, Lackawanna and Wn :					
" " \$375,000	675,000	6	"	"	1875	99	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York	1871
" " \$1,700,000	1,700,000	6	"	"	1883	89	1st Mortgage (E. Extension)	1,499,000	7	" "	"	104
" " \$2,500,000	867,000	6	"	"	1890	90	2d Mortgage	2,516,500	6	March & Sept.	"	102
Consolid. Mort. Loan \$6,000,000	4,289,100	6	"	"	1889	88	Des Moines Valley :					
Camden and Atlantic :						94	1st Mortgage coupon	1,740,000	8	April & Oct.	New York	1877
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		Income	348,000	7	Jan. & July.	"	100
Ottawissa :							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York	1876
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	" "	"	60
Oayuga and Susquehanna :							3d Mortgage (convertible)	750,000	10	" "	"	86
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	" "	"	83
Central of New Jersey :							Dubuque and Sioux City :					
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	102	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York	1883
2d Mortgage	600,000	7	May & Nov.	"	1875	105	Construction bonds, 2d Div'n	666,000				
Central Ohio :							Eastern (Mass.) :					
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94	3d Mortgage (convertible)	379,200	6	Feb. & Aug.	Boston.	1874
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju.Oc.	"	97
2d Mortgage (S. F.)	960,000	7	" "	"	1885	85	Essex Railroad Bonds	214,400	6			1876
4th Mortgage (S. F.)	1,365,800	7	" "	"	1875	85	East Tennessee and Georgia :					
Income	1,192,200	7	Jan. & July.	"		50	State, 1st Mortgage	970,000				
Charleston and Savannah :							Endorsed by State of Tennessee	150,000				
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,688				
2d Mortgage	1,000,000	7					East Tennessee and Virginia :					
Cheshire :							State, 1st Lien	1,602,000				
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92	Endorsed by State of Tennessee	200,000				
Chicago, Burlington & Quincy :							1st Mortgage (after State)	100,000				
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883		Hedgemable in Stock	66,950				
" " " " " convertible	8,169,000	8	" "	"	1883		1st Mortgage	757,724	7			
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890		var.					
2d Mortgage, convertible	941,000	4	July.	Frankfort o.M.	1890		Erie and North-East :					
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York	61-'70
Central Military Tract, 2d Mort.	53,000	8	May & Nov.	"	1868		Evansville and Crawfordsville :					
U. S. B. & Q. Scrip	457,408	7	Jan. & July.	Frankfort o.M.			Mortgage Bonds	1,090,000	7			
Chicago and Alton :							Mortgage Bonds	150,000	7			
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98	Florida :					
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Internal Improvement (State)	1,855,000	7			
Income Bonds	1,100,000	7	May & Nov.	"	1882	93	Florida, 1st and 2d Mort.	5,000,000	7			
Cheshire :							Florida, 1st and 2d Mort.	1,855,000	7			

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			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.				
									Price.						
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage.	\$300,000	7			1891		Memphis and Charleston State (Tenn.) Loan	\$1,100,000	6		1880				
Galena and Chicago Union: 1st Mortgage Coupon.	200,000	8			1891		1st Mortgage	1,600,000	7						
2d Mortgage (S. F.) Coupon.	1,963,000	7	Feb. & Aug.	New York.	1882	99	1st Mortgage Sterling	467,489	6	Jan. & July.	1872				
Elgin and State Line.	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage Stg (convertible).	800,000	8	March & Sept.	1860				
Mississippi River Bridge.	189,000	7	Jan. & July.	"	1879	---	1st Mortgage (convert.) Dollar.	1,995,500	8	"	1869	108			
Great Western, Ill.: 1st Mortgage Western Division	200,000	7	Jan. & July.	"	1884	---	1st Mortgage (convert.) Dollar.	247,000	8	April & Oct.	1882	112			
" Eastern.	1,000,000	10	April & Oct.	New York.	1883	108	1st Mortgage (S. F.) convertible	4,253,500	8	"	1882	112			
"	1,360,000	7	Feb. & Aug.	"	1895	102	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	---		
Hannibal and St. Joseph: Missouri State Loan (1st lien).	3,000,000	6	Jan. & July.	New York.	173-178	80	Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	---		
Land Security.	3,344,60	7	April & Oct.	"	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	---		
Convertible Bonds.	822,000	7	Jan. & July.	"	1883	97	Goshen Air Line	651,000	7	"	"	1868	97		
Harrisburg and Lancaster: New Dollar Bonds.	661,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo	734,000	7	"	"	1876	98		
Harford and New Haven: 1st Mortgage.	927,000	6	Feb. & Aug.	New York.	1883	99	1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	95		
Houston:	202,500	6	Jan. & July.	Bridgeport.	1877	---	2d General Mortgage	2,253,500	7	"	"	1877	92		
Houston and Texas Central: State (1st Lien) Loan.	210,000	---					Milwaukee and St. Paul: 1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	90		
Mortgage.	125,000	7					2d Mortgage	1,500,000	7	April & Oct.	"	1894	82		
Hudson River: 1st Mortgage.	4,000,000	7	Feb. & Aug.	New York.	169-170	101	Real Estate Depot	2,400,000	---			1874	---		
2d Mortgage (S. F.).	2,000,000	7	June & Dec.	"	1885	103	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100		
3d Mortgage.	1,840,000	7	May & Nov.	"	1875	104	Minnesota and Pacific: Real Estate	1,200,000	7	Jan. & July.	"	1892	---		
Convertible.	1,002,000	7	"	"	1867	100	Mississippi Central: 1st Mortgage	1,007,363	7						
Illinois Central: Optimal Right Bonds.	32,000	7	Jan. & July.	New York.	1868	---	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6						
Construction.	6,837,000	7	April & Oct.	London.	1875	---	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7						
Construction.	2,396,500	6	"	New York.	1875	105	2d Mortgage (S. F.)	400,000	8						
Redemption bonds.	2,563,000	6	"	"	1890	---	Oskaloosa Division	688,556	7	Jan. & July.	"	1875	184		
Indiana Central: 1st Mortgage (convertible).	600,000	7	Jan. & July.	New York.	1866	---	1st Land Grant	3,612,000	7	"	"	1860	---		
2d Mortgage.	264,000	10	"	"	---		2d Land Grant	691,000	---						
Income.	20,500	---					Income Bonds	513,300	---						
Indianapolis and Cincinnati: 1st Mortgage.	500,000	7	Jan. & July.	New York.	1866	103	Mississippi and Tennessee: Tennessee State Loan	98,000	6			1885	---		
2d Mortgage.	400,000	7	"	"	1862	100	Mississippi State Loan	202,099	6						
Real-Estate Mortgage.	200,000	7			1858	68	1st Mortgage	171,000	7			1878	---		
Ind. Pittsburgh and Cleveland: 1st Mortgage.	850,000	7	Jan. & July.	New York.	1870	---	Mobile and Ohio: City (Mobile) Tax Loan	400,000	6						
2d Mortgage.	847,000	7	"	"	---		Tennessee State Loan	674,360	6						
Indiana and Madison: Mortgage.	840,000	7	May & Nov.	New York.	1881	100	Alabama State Loan	389,410	6						
Jeffersonville: 1st Mortgage.	187,000	7	March & Sept.	New York.	1861	75	Income Sterling	1,508,070	8	Jan. & July.	New York.	181-187	---		
2d Mortgage.	392,000	7	April & Oct.	"	1873	70	Mississippi State Loan	878,935	6			1888	---		
Joliet and Chicago: 1st Mortgage (S. F.).	500,000	8	April & Oct.	New York.	1883	---	Montgomery and West Point: Alabama State Loan	209,970	6						
Joliet and N. Indiana: 1st Mortgage (guar.).	800,000	8	Jan. & July.	New York.	1874	---	Montgomery and West Point: Alabama State Loan	122,622	---						
Kennebog and Portland: 1st Mortgage (City and Town).	300,000	6	April & Oct.	Boston.	1870	---	Mortgage (due 1860, '63 and '65).	350,000	6						
2d Mortgage.	230,000	6	"	Augusta.	1861	---	Mortgage	450,000	8			1866	---		
Kentucky Centr. (Cov. and Lex.): 1st Mortgage.	180,000	6					Morris and Essex: 1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1916	91		
1st Mortgage.	260,000	7						2d Mortgage	249,000	7					
2d Mortgage (convertible).	1,000,000	7						3d Mortgage	1,500,000	---					
3d Mortgage.	600,000	7						Extension Bonds	231,000	---					
Guaranteed by Covington: Cincinnati (exchanged).	200,000	6						*New Albany and Salem: 1st Mortgage	2,235,000	6					
Lake Erie, Viroqua & Mineral Pt.: Mortgage.	100,000	6													
Lake Valley: Mortgage.	4,000,000	7	June & Dec.	New York.	1888	---	N. Hav., N. Lond., and Ston'gton: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93		
La Crosse and Milwaukee: Mortgage (Eastern Div.).	1,477,000	6	May & Nov.	Philadelphia.	1873	92	Extension	116,000	6	May & Nov.	"	1878	---		
Leckwanna and Bloomsburg: 1st Mortgage.	875,000	7	May & Nov.	Milwaukee.	1872	---	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	---		
Lexington and Frankfort: Mortgage, due 1869 and '74.	2,024,578	7	Jan. & July.	Philadelphia.	1881	---	1st Mortgage	103,000	6						
Little Miami: Mortgage (coupon).	79,000	6					1st Mortgage (H. & Hamp.)	1,030,000	6						
Long Island: State Loan (S. F.).	1,200,000	6	May & Nov.	New York.	1883	100	New Jersey: Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100		
2d Mortgage.	100,000	5	Jan. & July.	New York.	1876	---	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100		
Extension Bonds.	500,000	6	"	"	1870	90	Extension Bonds	72,500	6	March & Sept.	"	1885	---		
Long Dock Co.: Mortgage Bonds.	175,000	7	May & Nov.	"	1890	110	N. Or'lns., Jackson and Gt. North: State (Miss.) Loan	255,000	5						
Louisville and Frankfort: Louisville Loan.	2,007,000	7	June & Dec.	New York.	1882	99	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---		
1st Mortgage.	100,000	6	Jan. & July.	New York.	1881	---	N. Orleans, Opelous, and Gt. West: Louisiana State Loan	641,000	6						
Louisville and Nashville: State (Tenn.), 1st Lien.	560,500	6	Jan. & July.	New York.	1882	92	New Orleans City Subscription	1,500,000	5						
1st Mortgage.	176,000	6	"	"	1886	---	1st Mort. (S. F.)	566,000	8						
Louisville and Nashville: State (Tenn.), 1st Lien.	1,765,000	7	Feb. & Aug.	"	1883	---	New York Central: Premium (S. F.) Bonds	6,680,120	6	May & Nov.	New York.	1883	93		
Loban Branch 1st Mortgage.	21,000	7						Db'ts of former Co's outstd'ng	100,000	7	Feb. & Aug.	"	1876	91	
Memphis Branch 1st Mortgage.	286,000	7						Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	91	
Maine Central: Loan \$1,100,000.	1,092,900	6						Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	"	1883	91	
Loan \$400,000.	314,100	6						" " JB & N. F.	78,000	6	"	"	1883	87	
McMinnville and Manchester: State (Tenn.).	372,000	6						Real Estate (S. F.) Bonds	165,000	6	"	"	1883	86	
Mortgage.	24,000	7						Real Estate Bonds & Mortgages	192,73	7	var.	"	1883	86	
Mortgage.	10,000	6						45,560	6	"	"	1883	86		
Marietta and Cincinnati: 1st Mortgage Bonds.	2,368,386	7	Feb. & Aug.	New York.	1891	81	Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	104		
1st Mortgage Sterling.	1,000,000	7	"	"	1891	---	Bonds of Oct. 1868, [S. F.]	2,925,000	6	June & Dec.	"	1887	92		
Scioto & Hocking Val. R. mort.	300,000	---					New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101		
Memphis, Clarkesv. and Louisv.	910,000	6						2d Mortgage	4,000,000	7	March & Sept.	"	1879	102	
State (Tenn.) Loan.	1,340,000	6						3d Mortgage	6,000,000	7	"	"	1883	96	
Memphis and Ohio: State (Tenn.) Loan.	1,340,000	6						4th Mortgage	4,441,000	7	April & Oct.	"	1880	91	
								5th Mortgage	926,500	7	June & Dec.	"	1888	95	
								Buffalo Branch	186,400	7	Jan. & July.	"	1891	---	
								Sterling Bonds	2,816,582	---					
								New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101	
									2d Mortgage	4,000,000	7	March & Sept.	"	1879	102
									3d Mortgage	6,000,000	7	"	"	1883	96
									4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
									5th Mortgage	926,500	7	June & Dec.	"	1888	95
									Buffalo Branch	186,400	7	Jan. & July.	"	1891	---
									Sterling Bonds	2,816,582	---				
									New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
									2d Mortgage	4,000,000	7	March & Sept.	"	1879	102
									3d Mortgage	6,000,000	7	"	"	1883	96
									4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
									5th Mortgage	926,500	7	June & Dec.	"	1888	95
									Buffalo Branch	186,400	7	Jan. & July.	"	1891	---

AMERICAN RAILROAD BOND LIST.

" signifies that the road is in the hands of receivers. (1) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.				
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.	
North Carolina:							Racine and Mississippi:							
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867	---	1st Mortgage (Eastern Division)	\$690,000	8		New York.	87		
North-Eastern (S. C.):							1st Mortgage (West'rn Division)	757,000	8		"	1875	35	
1st Mortgage	700,000						Raleigh and Gaston:	100,000					1862	
2d Mortgage	224,500						Coupon							
Northern Central:							Richmond and Danville:							
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju.Oc.	Baltimore.	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	87-88		
Md. State Loan (irredeemable)	1,600,000	6	"	"	1870	102	Guaranteed by State	200,000	7	April & Oct.	Richmond.	1876		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Mortgage (Coupon)	32,000	7	Feb. & Aug.	"	1875		
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000				1878		
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Richmond, Fred. and Potomac:							
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	Sterling (\$67,000)	324,000	6			1860		
North Missouri:							Richmond and Petersburg:	169,000					1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90	Coupon							
North Pennsylvania:							Rutland and Burlington:							
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	90	
Chatel Mortgage	360,000	10			1887	115	2d Mortgage	927,500	7	"	"	1863	38	
Northern (N. H.):							3d Mortgage	440,000	7	"	"	1863	1	
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	Saaco Valley:							
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875		
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881		
Bonds for Dividend Scrip	59,000	7	"	New York.	64-74		3d Mortgage	920,000	7	Feb. & Aug.		1900	67	
Steamboat Bonds	121,000	7	Feb. & Aug	"	63-70		Six per cents	77,000	7			1866		
Ohio and Mississippi:							Sand'sky, Mansfield and Newark:	201,500	7			1875		
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90	1st Mortgage	75,593	6			1878		
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30	
2d Mortgage—Western	750,000	7	"	"	1874		3d Mortgage	250,000	7	April & Oct.	New York.	1858		
Orange and Alexandria:							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856		
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Seaboard and Roanoke:							
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	300,000	7			1880		
2d Extension	600,000	8	May & Nov.	"	1878		3d Mortgage	75,000	7			1870		
Ogdensburg & Lake Champlain:							South Carolina:							
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99	State Loan	187,000	5			1868		
2d Mortgage (now stock)							Domestic Bonds	650,000	5			89-74		
Oswego and Syracuse:							Domestic Bonds, past due	234,000	5					
1st Mortgage	225,000	7	Jan. & July.	Oswego.	70-80		Sterling	2,000,000	5	Jan. & July	London.	1866		
Pacific (Mo.):							Southern Mississippi:	500,000						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	80	1st Mortgage							
State Loan (S. W. Branch)	1,268,000	6	"	"	87-89		South-Western (Ga.):							
Construction Main Line	1,314,000	7	"	"	"		1st Mortgage	631,000						
" S. W. Branch.	3,232,000	7	"	"	"		Stebenby and Ind. (P. C. and C.):	1,500,000	7	Jan. & July.	Philadelphia.	1870		
St. Louis County bonds	13,000	7	"	"	1885		1st Mortgage							
Panama:							1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1877	97	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101	2d Mortgage	7,000,000	5	Jan. & July.	"	75-78		
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:	1,400,000	7	April & Oct.	New York.	1876		
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon							
Penninsula:							St. Louis, Alton & Terre Haute:							
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	84	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1804	90	
Pennsylvania:							2d Mortgage (series B)	1,100,000	7	April & Oct.	"	1894		
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	2d Mortgage (series C)	1,400,000	7	Feb. & Aug.	"	1894	82	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96	2d Mortgage (series D)	1,400,000	7	May & Nov.	"	1894	86	
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" Income (series E)	1,700,000	7	"	"	1894	75	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	Toledo, Peoria & Warsaw:							
Penobscot and Kennebec:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1804		
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	74-75		2d Mortgage	60,000	7	March & Sept.	New York.	1866		
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		3d Mortgage	900,000	7	Feb. & Aug.	New York.	1865		
Peoria and Oquawka:							1st M. (Toledo and Wabash)	2,500,000	7	"	"	1865	90	
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862		1st M. (L. E. Wab. and St. Louis)	1,000,000	7	May & Nov.	"	1878	73	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	73	
Petersburg and Lynchb'g (S. Side):							Sinking Fund Bonds	152,355	7				86	
State (Va.) Loan (S. F.)	800,000	7					Equipment bonds	600,000	7				64	
1st Mortgage (1859-70-'75)	365,000						Vermont Central:							
3d Mortgage (1862-'70-'72)	378,000						1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	116	
Special Mortgage (1865-'68)	175,000						2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	86	
Last Mortgage (1861 to 1869)	133,500	8					Vermont and Massachusetts:							
Phila., German'ln and Norrist'n:							Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Virginia Central:							
Convertible Loan	292,500	6	"	"	1885	119	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880		
Philadelphia and Reading:							Mortgage (coupons)	198,000	5	"	"	1872		
Bonds of 1832 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Mort., (coupons)	926,000	6	"	"	1884		
" 1836	182,400	5	"	"	1880		Virginia and Tennessee:							
" 1849	2,695,600	6	April & Oct.	"	1870	93	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887		
" 1861	106,000	6	Jan. & July.	"	1871	96	1st Mortgage	500,000	6	"	"	1872		
" 1843	1,525,800	6	"	"	1870	90	2d or Enlarged Mortgage	1,000,000	6	"	"	1884		
" 1844	804,000	6	"	"	1880	90	Salt Works Br. Mort. due '58-'61	203,000	6	"	"	Lynchburg.	var.	
" 1848	101,000	6	"	"	1880	90	Warren (N. J.):							
" 1849	67,000	6	"	"	1880	90	1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875		
" 1857 (convertible)	413,500	6	"	"	1886	103	2d Mortgage	60,000	7	April & Oct.	New York.	1880	87	
" 1856	60,000	7	"	"	1886		Waterbury and Rome:	25,000	7	Jan. & July.	Chester.	1871	70	
Bonds and mort. on Real Estate	535,362						Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107	
Phila., Wilmington and Baltimore:							Western (Mass.):							
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116	Sterling (\$289,900)	4,319,520	5	April & Oct.	London.	'68-'71		
Pittsburg and Connellsville:							Dollar Bonds	950,000	6	"	Boston.	1875	99	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76 100		
Pittsburg, Ft. Wayne and Chicago:							Elmira and Williamsport:							
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	
" (series B)	875,000	7	Feb. & Aug.	"	1912		2d Mortgage	596,000	7	May & Nov.	New York.	1866		
" (series C)	875,000	7	Mar. & Sept.	"	1912		3d Mortgage	200,000	7	"	"	1872		
" (series D)	875,000	7	April & Oct.	"	1912		Wilmington and Manchester:							
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	596,000	7	May & Nov.	New York.	1866		
" (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	200,000	7	"	"	1872		
" (series G)	860,000	7	Jan. & July.	"	1912	95	Wilmington and Manchester:							
" (series H)	860,000	7	Feb. & Aug.	"	1912		1st Mortgage	596,000	7	May & Nov.	New York.	1866		
" (series I)	860,000	7	Mar. & Sept.	"	1912		2d Mortgage	200,000	7	"	"	1872</td		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.	Price of									
	Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.		Cars.		Property and Assets.				Liabilities.				Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.	Price of							
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	Railroad and Appurtenances.	Engines.	Passenger.	Freight, etc.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	M.	M.	Dividends.	Price of										
Companies.																																			
30 Jun. '60	65.0	—	—	50.6	—	—	Alabama and Florida	1,451,336	—	—	877,963	503,500	105,255	1,515,704	64.0	—	101,102	37,966	—	—	—	—	—	—	—	—									
28 Feb. '59	59.3	—	—	58.1	2	2	Alabama and Mississippi	461,300	30,991	—	336,010	109,500	21,632	515,965	30.3	—	55,791	31,852	—	—	—	—	—	—	—	—	—								
31 May. '60	109.6	—	—	57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,223	—	—	—	—	—	—	—	—	—	—							
30 Jun. '59	57.0	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	—	—	—	—	—	—						
1 May. '61	469.3	13.5	—	49.4	40	28	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
28 Feb. '60	88.5	28.4	—	—	23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	1,402,858	666,370	—	—	—	—	—	—	505,156	260,269	6	—	—						
2 Nov. '58	38.6	—	—	107.5	—	—	ARKANSAS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Dec. '60	22.5	—	—	—	—	—	Memphis and Little Rock	553,877	—	—	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Dec. '60	22.5	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,694	—	—	—	—	—	—	—	—	—	—	—						
CONNECTICUT.																																			
31 July '64	23.8	—	1.9	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	—	23.8	53,325	89,470	46,029	7	—	—	—	—	—	—	—	—	—	—						
31 Jan. '65	122.4	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	122.4	317,844	517,808	134,500	—	—	—	—	—	—	—	—	—	—	—	—						
31 Aug. '65	61.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	70,222	4,654,333	75.2	55,2	1,458,711	413,528	12	170	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '65	74.0	8.9	10	12	261	Housatonic	2,430,775	—	347,819	2,000,000	225,500	150,848	2,787,594	124.0	192,989	78,096	65,463	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '64	57.0	1.3	8	11	184	Nangatuck	1,464,127	—	—	—	1,100,000	300,000	29,149	62.0	161,182	274,887	loss.	117.4	—	—	—	—	—	—	—	—	—	—	—						
28 Feb. '65	50.0	2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040	41,560	—	1,010,000	650,000	—	—	49,663	197,387	85,946	34	—	—	—	—	—	—	—	—	—	—	—							
30 Nov. '64	84.8	3.5	9.3	3	2	32	New Haven and Northampton	2,336,455	—	—	18,746	871,742	86.0	202,567	306,766	58,204	85	—	—	—	—	—	—	—	—	—	—	—	—						
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	New London Northern	861,135	—	10,607	700,000	132,814	—	—	117.4	629,209	1,982,213	549,834	9	112	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '65	61.3	1.0	65.8	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140,785	8,081,181	117.4	1,432,340	1,942,340	1,942,340	10	101	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '65	59.4	7.0	8.2	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	580,000	9,261,360	1,048,000	62.0	829,984	714,058	268,396	—	—	—	—	—	—	—	—	—	—	—	—						
DELAWARE.																																			
31 Oct. '60	84.3	—	10.7	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,807,684	84.3	136,631	139,970	41,466	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '62	16.2	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—	—	—	—	—	—	—	—	—	—						
— '62	154.2	—	150	—	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
30 Apr. '60	32.0	3.0	18.0	3	1	6	Florida and Alabama	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—	—	—	—	—	—	—	—	—	—						
— '62	59.9	5.0	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
— '62	100.0	3.9	10.0	153.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
30 Jun. '60	86.7	—	—	16	7	124	Atlanta and West Point	1,192,339	—	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125	—	—	—	—	—	—	—	—	—	—	—				
— '62	92.6	8.7	70.9	—	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	30.0	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '60	65.0	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	—	—	—	53.0	—	168,988	95,612	—	—	—	—	—	—	—	—	—	—	—				
30 Apr. '60	43.5	—	23.7	—	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	31.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '60	191.0	—	—	53	62	607	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	6,590,173	229.0	879,488	1,715,025	764,574	10	—	—	—	—	—	—	—	—	—	—	—	—				
31 Mar. '60	171.0	61.0	—	—	—	—	Georgia (and Bank)	4,156,000	—	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,150,188	528,043	8	100	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '60	102.5	—	—	19	16	171	Macon and Western	1,500,000	—	—	1,500,000	—	—	12,295	12,295	1,056,976	102.5	226,241	404,618	212,676	19	72	—	—	—	—	—	—	—	—	—	—	—	—	
31 July '59	50.0	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	74,097	377,476	—	—	—	—	—	—	—	—	—	—	—	—				
1 May. '58	68.1	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	74,097	1,242,340	1,242,340	1,242,340	122,44	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 July '60	106.1	100.8	—	18.2	22	203	South Western	3,770,425	—	—	2,347,404	1,231,500	—	4,213,340	120.0	666,686	703.8	3,507,466	718,201	214,924	10	1224	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	112.5	6	284	—	—	—	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	568,833	250,189	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	195.0	14	122	—	46	30	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,240,744	488,558	344	—	—	—	—	—	—	—	—	—	—	—	—	—			
INDIANA.																																			
31 Aug. '65	224.0	—	—	41	23	765	Chicago and Great Eastern	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	182.0	246,145	559,128	246,720	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '62	72.4	—	—	19	17	266	Indiana Central	1,667,393	274,081	26,641	611,050	2,124,500	15,900	2,102,761	109.0	—	442,898	158,541	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '62	58.8	20.2	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,698	8,458,100	110.0	—	448,858	230,834	9	72	—	—													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.					
	Main Line.	Branch Lines.	2nd Track and Sidings.	Cars.	Companies.				Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Dividends.			
	M.	M.	M.	M.	Engines.	Passenger.	Freight, etc.	No.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	Gross.	Net.	p. c.	Price of shares			
30 Nov. '62	55.0	—	—	6	4	74	Androscoggin	*	*	*	*	*	*	1,050,000	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461
30 Jun. '62	149.0	—	25.0	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,953,475	149,000	149,000	149,000	149,000	149,000	149,000	149,000	45
30 Sep. '61	83.0	9.5	8.0	12	11	120	Kennebec and Portland	2,371,284	—	—	1,287,779	—	271,143	2,990,998	106.5	139,963	172,113	91,487	—	—	—	—
31 May. '61	93.7	9.5	—	13	15	23	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1,05,577	4,301,457	109.2	171,568	489,592	219,302	—	—	—	—
31 May. '61	51.3	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,201	*	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,767	6	100	—	—	
30 Sep. '63	279.6	7.2	—	225	100	8,000	MAINE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '63	30.0	—	—	7	33	167	Baltimore and Ohio	21,323,288	3,621,755	11,866,933	16,151,962	10,112,584	897,839	36,811,276	286.8	2,938,010	6,500,945	4,544,097	3	114		
31 Dec. '63	168.0	4.0	25.0	60	55	3,498	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	—	703,123	429,890	44,127	—	—	
30 Nov. '64	26.7	1.8	16.8	8	—	—	MASSACHUSETTS.	9,971,981	249,748	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	—	—	—	
30 Nov. '64	74.8	8.5	51.1	24	38	534	Boston and Lowell	2,449,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,222	6	108		
30 Nov. '64	74.8	8.5	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.8	737,505	1,272,600	443,532	8	127		
30 Nov. '64	47.0	7.0	32.5	28	39	859	Boston and Providence	3,392,000	207,400	—	3,600,000	—	—	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	132
30 Nov. '64	64.6	24.0	60.8	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	9,193,789	83.6	669,234	1,697,164	537,057	10	140		
30 Nov. '64	46.0	1.1	2.7	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	81,666	102,900	—	—	1,103,581	47.1	82,108	161,203	78,265	6	108		
30 Nov. '64	50.0	2.4	9.8	12	23	158	Connecticut River	1,813,930	—	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	104		
30 Nov. '64	44.1	30.5	27.5	32	60	544	Eastern	4,452,999	882,965	762,874	3,155,000	1,798,860	414,208	5,568,837	92.0	622,202	1,271,075	490,768	6	107		
30 Nov. '64	51.0	42.5	75.8	27	26	684	Fitchburg	3,189,861	380,149	410,961	3,549,000	—	6,507	5,950,961	93.4	457,261	995,984	314,265	8	110		
30 Nov. '64	13.9	—	2.7	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	—	13.9	37,947	61,665	21,297	6	106		
30 Nov. '64	12.4	—	2.8	—	—	—	Lowell and Lawrence	322,883	30,275	—	200,000	—	3,274	396,912	—	—	—	—	—	—	—	
30 Nov. '64	14.5	—	17.2	10	17	240	Nashua and Lowell	620,153	92,370	101,968	300,000	—	91,748	814,981	71.0	186,847	300,964	51,227	8	124		
30 Nov. '64	20.1	1.5	1.2	4	17	68	New Bedford and Taunton	460,527	46,018	14,000	500,000	—	219,500	719,900	86.7	54,272	220,820	43,527	7	101		
31 May. '64	98.5	8.8	27.5	32	58	379	New Colony and Newport	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	53.7	94,748	83,492	—	—	—		
30 Nov. '64	18.6	0.7	—	1	2	1	Pittsfield and North Adams	4,438,317	—	2,609,822	4,819,760	551,150	1,467,341	7,043,139	145.0	—	1,296,643	526,448	8	103		
30 Nov. '64	43.4	1.0	14.9	14	42	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124		
30 Nov. '64	16.9	1.7	—	3	4	187	Salem and Lowell	382,470	81,643	—	243,305	226,800	727	470,931	—	—	—	—	—	—	—	
30 Nov. '64	6.1	—	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	—	—	—	—	—	—		
30 Nov. '64	69.5	8.0	5.5	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	565,958	—	3,635,667	77.3	151,327	390,086	122,397	2	49		
30 Nov. '64	156.1	17.3	126.8	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	2,629,520	453,041	16,348,500	218.0	1,558,514	3,431,584	1,226,658	10	141		
30 Nov. '64	9.8	—	—	10	12	143	Worcester & Nashua (par 33)	1,164,398	—	224,509	1,141,000	35,500	62,750	1,388,706	45.7	194,712	431,006	183,750	7	110		
1 Mar. '65	98.5	—	5.6	14	10	232	NEW HAMPSHIRE.	2,850,000	*	849,233	1,800,000	1,050,000	31,216	3,199,433	93.5	—	422,829	134,871	—	—		
1 Mar. '65	63.0	8.0	—	16	24	Cheshire	2,703,488	*	—	2,085,925	679,500	—	—	2,765,425	53.8	382,852	539,740	155,896	6	102		
1 Mar. '65	34.5	—	—	21	22	494	Concord (par 50)	1,600,000	*	—	1,500,000	—	—	—	—	821,985	136,049	8	105			
1 Mar. '65	29.3	—	2.8	2	4	80	Merrimac and Conn. Rivers	698,268	—	—	595,588	568,000	—	—	—	—	—	—	—	—		
1 Mar. '65	69.2	13.0	12.5	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,508,696	82.0	387,789	615,728	216,973	9	106		
1 Apr. '64	24.7	—	2.7	5	2	50	Sullivan	1,480,730	—	—	500,000	750,000	—	—	—	—	—	—	—	—		
1 Dec. '64	64.2	11.0	8.1	—	—	—	NEW JERSEY.	3,836,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	—	501,886	146,101	—	—		
1 Dec. '64	82.2	—	8.0	—	—	—	Camden and Amboy	5,502,298	*	4,304,131	6,472,406	10,284,462	—	—	—	—	5,799,900	1,140,788	123	—		
1 Dec. '64	60.2	—	—	—	—	—	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,920	2,221,449	60.2	—	231,466	71,108	—	—		
1 Dec. '64	74.0	12	74.0	65	52	1,071	Central of New Jersey	11,849,791	1,284,773	528,171	10,685,949	1,509,000	833,636	13,361,738	86.0	1,187,978	3,036,390	1,287,956	10	127		
1 Dec. '64	64.0	—	—	45.5	24	43	Morris and Essex	4,057,276	—	56,000	3,041,960	1,164,500	31,200	4,636,916	53.7	270,000	570,764	171,755	8	109		
1 Dec. '64	21.8	—	—	2	6	17	New Jersey.	3,903,171	1,788,164	1,788,164	5,000,000	806,000	—	6,434,399	33.8	654,192	1,875,981	803,220	120	—		
1 Dec. '64	42.4	—	—	—	—	—	Rutherford and Newark	452,116	—	—	158,800	280,000	45,072	462,372	20.2	99,787	146,936	29,200	—	—		
1 Dec. '64	18.2	—	—	—	—	—	Rutherford and Newark	2,360,300	—	—	2,360,300	314,964	—	2,440,026	18.2	226,300	444,810	65,456	6	105		
1 Dec. '64	18.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
1 Dec. '64	36.3	0.4	2.2	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	69,610	8	108		
1 Dec. '64	25.2	—	4.0	27	04	494	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	15.0	303,705	797,058	282,142	8	108		
1 Dec. '64	18.5	—	1.8	—	—	—	Rochester & Genesee Valley	656,026	—	557,560	116,000	1,386	—	—	—	—	—	—	—	—		
1 Dec. '64	41.1	48.5	19.4	26	25	358	Rome, Watertown & Ogdensburg	2,096,542	368,304	1,991,900	1,603,908	55,928	3,651,736	189.6	2,042,250	879,737	302,076	10	95			
1 Dec. '64	21.0	—	—	—	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—		
1 Dec. '64	40.9	6.7	8.9	—	—	—	Saratoga and Schenectady	483,634	—	—	300,000	45,000	—	Leased to Rensselaer	—	—	—	—	—	—		
1 Dec. '64	18.0	0.3	—	2	6	—	Saratoga and Whitehall	920,207	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	108		
1 Dec. '64	81.0	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,625	386,921	39,174	—	—		
1 Dec. '64	34.9	7.5	17	13	17	185	Troy and Boston	1,732,444	301,944	607,111	1,452,000	282,216	—	3,241,327	112.0	396,826	658,717	280,060	5	105		
1 Dec. '64	34.9	2.6	51.4	5	9	54	Utica and Black River	861,675	64,844	—	81,600	—	—	926,319	37.5	53,645	136,486	73,540	5	105		
1 Dec. '64	10.3	—	—	—	—	—	Warwick Valley	1,727,562	—	—	98,650	600	20,865	1,245,240	10.3	20,865	50,106	20.2	25,733	—		
May. '64	94.9	—	6.4	—	—	—	NORTH CAROLINA.	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—		
May. '64	22.0	—	—	—	—	—	Atlantic and North Carolina															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a running dot (---) signifies "not ascertained." Land-Grant Railroads are in *italics*."

Years ending.	Railroad.										Equipment.		Abstract of Balance Sheet.										Price of shares.		
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Cars.	Passenger.	Freight, etc.	Companies.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.					
31 Jan. '66	44.0	—	136.0	13	11	113	—	PENNSYLVANIA.		2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,392	—				
31 Dec. '65	387.0	103.0	—	117.0	139	96,3059	—	Allegheny Valley.		46,606,475	*	1,454,305	13,441,150	30,000,000	1,786,588	48,080,780	490,0	2,647,709	5,811,233	2,125,200	—				
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa.		3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	39				
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley.		1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	83				
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del. Lackawanna and West.		7,688,706	2,668,113	10,247,050	3,491,500	742,585	14,481,136	204.5	1,437,353	1,733,320	38,671	15					
31 Oct. '65	36.0	1.1	7.7	—	9	6	88	East Pennsylvania.		2,273,765	161,589	—	604,000	588,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—				
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport.		2,620,000	*	—	1,000,000	1,620,000	—	1,000,000	18.5	149,538	454,480	138,683	10				
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast.		700,000	—	—	600,000	400,000	—	1,000,000	83.0	176,032	490,220	189,200	—				
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg.		1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,200	83.0	30,875	63,829	1,195	—				
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster.		1,582,550	*	—	1,182,550	700,000	—	1,882,550	64.0	oper. by Penn. R.R. Co.	7	56	—				
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield.		1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	82.0	30,875	3,824,655	1,195	—				
31 Oct. '65	44.0	14.5	11.7	6.0	10	2	133	Huntingdon and Broad Top.		2,089,328	*	—	655,130	1,436,082	389,318	2,510,530	68.5	173,778	352,213	78,702	16				
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Leckawanna and Bloomsburg.		2,735,813	40,714	—	1,326,000	2,376,726	121,409	2,733,813	82.0	173,037	633,015	60,201	—				
31 Oct. '65	70.0	17.5	64.0	62	12	2,873	Lehigh Valley.	Lehigh Valley.		7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,960	1,851,630	10				
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill.		1,466,233	—	—	2,646,100	905,000	73,555	3,624,655	82.0	30,875	3,824,655	1,195	—				
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylkill Haven.		3,708,200	*	—	3,708,200	—	—	3,708,200	82.0	30,875	3,824,655	1,195	—				
31 Dec. '65	55.6	14.2	13.9	22	23	686	—	North Pennsylvania.		5,611,174	665,004	193,031	3,150,150	8,105,785	218,386	6,529,190	69.8	318,861	875,064	412,853	39				
31 Oct. '65	354.8	33.2	45.0	290	173	4,926	—	Pennsylvania.		28,434,310	3,375,024	14,041,462	16,750,124	3,651,447	45,860,796	821,000	5,846,778	175,169	1,189,111	10	57	—			
31 Oct. '65	17.0	3.0	22.0	18	42	119	—	Phila., Germania & Norristown.		1,139,079	288,439	—	1,476,300	183,000	—	1,650,300	24.0	311,991	655,739	336,376	8				
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie.		17,662,766	—	—	5,062,450	18,000,000	2,000	18,071,450	82.0	oper. by Penn. R.R. Co.	32	—	—				
30 Nov. '65	93.0	59.5	23.3	254	68	7,082	—	Philadelphia and Reading.		22,250,948	3,765,774	4,061,353	20,240,673	6,900,563	—	30,808,075	71.8	3,688,300	11,142,519	4,812,271	10				
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton.		1,356,326	—	—	245,696	999,200	—	1,191,204	28.2	171,483	1,060,438	346,891	10				
31 Oct. '65	96.0	—	83.6	52	85	988	—	Phila., Wilmington and Balt.		8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.3	981,468	3,884,608	1,046,804	10				
31 Oct. '65	59.5	11.4	89.5	12	11	84	—	Pittsburg and Connellsville.		3,361,664	198,820	—	1,774,713	1,500,720	64,208	720,685	394,363	130,361	—	9					
31 Dec. '65	488.3	15.0	128.0	159	119	2,237	—	Pittsb., Ft. Wayne & Chicago.		23,183,381	*	3,626,912	9,312,442	12,573,000	1,597,620	26,545,893	483.3	4,623,073	8,849,062	3,232,547	10				
31 Dec. '65	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville.		1,178,773	112,824	—	500,000	791,597	Leas'd to	130,840	1,777,176	26.4	138,578	347,240	200,598	—			
31 Oct. '65	26.4	3.3	—	8	13	31	—	Westchester & Philadelphia.		1,331,640	145,557	—	684,036	982,300	—	684,036	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga.		1,821,200	212,788	—	437,900	320,000	—	437,900	26,000	122,409	303,223	128,826	4				
31 Aug. '64	50.0	—	2.0	—	16	10	103	RHODE ISLAND.		2,158,000	*	—	1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12				
31 Dec. '58	54.9	—	47.4	4	3	21	—	N. Y., Providence and Boston.		801,615	34,372	—	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—	—	—
31 Dec. '58	109.6	—	13	9	176	—	—	SOUTH CAROLINA.		1,719,045	*	—	1,201,000	384,000	—	1,201,000	109.6	—	283,263	151,536	6				
1 Jan. '59	142.2	21.3	—	—	—	—	—	Charlotte and South Carolina.		4,439,760	324,161	—	1,429,008	1,145,000	—	1,429,008	164.5	—	341,190	126,871	—				
16 Feb. '59	102.0	—	—	—	—	—	—	Greenville and Columbia.		2,011,652	—	—	985,743	960,410	108,172	2,057,325	102.0	220,014	96,145	—					
31 Dec. '55	136.0	106.0	—	—	44	28	252	North-Eastern.		8,820,882	460,408	511,266	5,819,275	3,071,000	711,297	9,795,557	242.0	413,757	106,988	—					
30 Sep. '60	47.6	—	—	—	—	—	—	TENNESSEE.		1,021,433	—	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—				
1859	30.0	—	1.8	—	12	10	171	Central Southern (Tenn.).		3,637,367	*	—	1,289,673	2,020,000	200,000	200,000	140.0	—	318,718	187,466	—				
1859	—	—	8.0	—	10	10	128	East Tennessee and Georgia.		2,310,033	156,284	—	563,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—				
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.		5,886,578	878,060	129,364	3,509,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,697	—				
1859	—	100.0	30.6	55.8	—	—	—	Memphis, Clarkare, & Louis.		2,258,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—			
1859	—	271.6	16.0	20.0	3.9	5	242	Memphis and Ohio.		2,000,000	100,500	—	298,721	740,000	—	298,721	59.4	—	177,266	60,029	—				
1859	—	—	40.1	7	5	119	—	Mississippi and Tennessee.		1,137,400	*	—	798,286	564,949	518,518	518,518	59.4	69,870	177,266	60,029	—				
1859	—	—	2.3	4	5	45	—	Mississippi Central and Tenn.		892,710	82,908	—	317,447	632,500	22,369	632,500	44,666	44,666	—	—	—	—	—		
1859	—	—	34.2	7	12	2	81	McMinnville and Manchester.		533,5															

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		
		Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	
Camden & Atlantic (preferred)	620,800	7	8	
Catawissa (preferred)	1,150,000	7	38	
Chemung (guaranteed)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7	50	
Chicago & Alton (preferred)	2,425,400	7	111	
Chicago & Northwestern (pref.)	12,994,720	7	7	68
Cocheco (preferred)	177,750	8		
Ct. & Passaic Rivers, (pref.)	1,678,300	10	75	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,975,565	7	74	
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamport (preferred)	500,000		43	
Erie (preferred)	8,536,700	7	76	
Hannibal & St. Joseph (preferred)	5,253,856	7	50	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Husatonic (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000			
Lockawanna & Blooming (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,205,475	7	342	
" " (2d pref.)	3,819,772	7	21	
Michigan S. & N. Indiana (guar.)	1,089,700	10	140	
Mil. & Prairie du Chien (1st pref.)	3,032,000	8	82	
" " (2d pref.)	1,014,000	7	75	
Milwaukee & St. Paul (preferred)	2,400,000	7	71	
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000			
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guaranteed)	630,000		8	
Paterson & Ramapo (guaranteed)	248,000		54	
Peoria & Bureau Valley (guar.)	1,200,000		6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	10		
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700			
" " (preferred)	608,176			
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo & Wabash (preferred)	984,700	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7		
" " (2d pref.)	908,422			
Troy & Greenbush (guaranteed)	274,400	6	6	52
Vermont & Canada, (guaranteed)	1,600,000	8	8	
Warren (guaranteed)	1,404,300	7	7	
White Mountains (guaranteed)	200,000	5	5	
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.		
			Market	Price	Dividends.
CANAL AND NAVIGATION STOCKS:					
Chesapeake and Delaware	100	1,343,563	\$	106	
Chesapeake and Ohio	100	8,223,595			
Delaware Division	100	1,633,350		57	
Delaware and Hudson	100	10,000,000	10	101	
Delaware and Raritan	100	2,298,400	10		
Erie of Pennsylvania	50	64,000			
Illinois and Michigan					
Lehigh Navigation	50	6,091,700	10	57	
Monongahela Navigation	50	726,800	3		
Morris, (consolidated)	100	1,025,000	10	83	
" (preferred)	100	1,175,000	10	120	
North Branch	100				
Sault Ste Marie	100				
Schuylkill Navigation (consolid.)	50	1,908,207		27	
" " (preferred)	50	2,888,988		35	
Union	100	2,048,260	16	24	
West Branch and Susquehanna	50	750,000	16	68	
Wyoming Valley	50				

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.
IRON—DUTY: Bars, 1 to 1 $\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 $\frac{1}{2}$ cents per lb.; Sheet, Band, Hoop and Scroll, 1 $\frac{1}{2}$ to 1 $\frac{1}{4}$ cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 46—@ 50—
Pig, American, No. 1—47—@ 48

Bar, Refined, English—105—@ 110—

Bar, Swedes, assorted sizes (in gold) 95—@ 100—

STOCK PRICES.

Bar, Swedes, assorted sizes 170—@ 180—

Bar, English & American, Refined—125—@ 135—

Bar, English & American, common—115—@ 125—

Bar, Scroll, English—155—@ 205—

Ovals and Half round—150—@ 160—

Band, English—150—@ 160—

Horse Shoe—130—@ 185—

Rods, English—130—@ 185—

Hoop, English—165—@ 225—

Nail Rod—per lb. 10 $\frac{1}{2}$ —@ 11 $\frac{1}{2}$

Sheet, Russia—per lb. 25—@ 26—

Sheet, English, Single, Double and Treble—7—@ 9—

Rails, English—(gold) per ton 55—@ 60—

Rails, American—85—@ 90—

STEEL—DUTY.

Bars and Ingots, valued at 7 cents per lb. or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 cents per lb. and 10 per cent. ad. val.

English, Cast—(1st & 2d qly.) per lb. 18 $\frac{1}{2}$ —@ 24

English Spring—1st & 2d qly. 11 $\frac{1}{2}$ —@ 13

English Blister—(1st & 2d qly.) 12 $\frac{1}{2}$ —@ 16

English Machinery—14—@ 17—

American, Blister—11 $\frac{1}{2}$ —@ 13—

American, Cast, Hammered—18—@ 22—

American, Cast, Rolled—13—@ 15—

American Spring—11—@ 12 $\frac{1}{2}$

American Machinery—14—@ 15—

COPPER—DUTY: Pig, Bar and Ingots, 2 $\frac{1}{2}$ cents per lb.; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 $\frac{1}{2}$ oz. per square foot, 3 $\frac{1}{2}$ cents per lb.

Sheathing, New—(suits) per lb. 44—@ 45

Sheathing, Yellow—@ 33

Pig, Chile—@ 15—

Bolts—@ 45—

Braziers—@ 45—

American Ingots—(cash) 51—@ 31 $\frac{1}{2}$

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 $\frac{1}{2}$ cents per lb.; Pipe and Sheet, 2 $\frac{1}{2}$ cents per lb.

Galena—per 100 lb. 1 $\frac{1}{2}$ —@ 22—

Spanish—6 75—@ 6 87 $\frac{1}{2}$

German Refined—6 75—@ 7

Eng. Ish.—6 75—@ 7 12 $\frac{1}{2}$

Bar—per lb. 10—@ 10 50

Pipe and Sheet—@ 10 70

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca—(gold) per lb. 20—@ 20—@ 20 $\frac{1}{2}$

Straits—(gold) 19 $\frac{1}{2}$ —@ 20—

English—(gold) 20—@ 20—

Gold—Currency—15—@ 15 15 $\frac{1}{2}$

Plates, I.C. Charcoal, p. box 9 87 $\frac{1}{2}$ —@ 10—15—@ 15 15 $\frac{1}{2}$

Plates, I.C. Coke—7 25—@ 8—11—@ 13 50

Plates, Coke Terne—7—@ 7 50—10 50—@ 11 25

Plates, Charcoal Terne—9 87 $\frac{1}{2}$ —@ 10—14 75—@ 15—

NAILS—DUTY: Cut 1 $\frac{1}{2}$; Wrought 2 $\frac{1}{2}$; Horse Shoe 5 cents per lb. (Cash) 7—@ 8 50

Copper—10—@ 10 50

Ausable Horse, Norway Iron, Forged—12—@ 13 23

Zinc Nails—(6 mos.)—12—@ 20

PETROLEUM—DUTY: Crude, 20@47 gravity—26 $\frac{1}{2}$ —@ 27

Regned, free L. S. to White—58—@ 58

Ref'd, in bond, prime L. S. to White—42 $\frac{1}{2}$ —@ 43

Ref'd, in bond, Standard White—44—@ 44 $\frac{1}{2}$

Naphtha, Refined (60@63 gravity) 38—@ 39

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

Th 2. F. 3. Sat. 4. M 6. Tu. 7. W. 8

Atlantic M. S. S. Co.—112—

At. & Gt. W. (O) 1st m't.—

Buffalo, N. Y. & E. 1M.—

California 7s—

Central Am. Transit—53 $\frac{1}{2}$ —

Chicago & Alton—109 $\frac{1}{2}$ —

" " pref.—

" 1 M.—

" S. F.—

" Inc. b'ds.—

Chicago, Burl. & Q.—

" " 8 p.c.—

Ohio, & Northwest'n—37 $\frac{1}{2}$ —

" " pref.—

" 1st M.—

" 2d M.—

" S. F.—

" " L. B.—

Chicago & Rock Isl.—103 $\frac{1}{2}$ —

" 1st M. '70. 101—

Clev., Col. and Clin.—112—

Clev. and Pittsburg—88 $\frac{1}{2}$ —

" 86 $\frac{1}{2}$ —

" 87 $\frac{1}{2}$ —

Clev. and Toledo—116 $\frac{1}{2}$ —

" 116 $\frac{1}{2}$ —

" 116—

Erie—

" 69 $\frac{1}{2}$ —

" 68 $\frac{1}{2}$ —

" 68 $\frac{1}{2}$ —

" 74 $\frac{1}{2}$ —

" 74 $\frac{1}{2}$ —

" 75—

" 1 M. p.c.'67—

" 2 M. p.c.'70—

" 101—

" 102—

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New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

Th. 2. F. 3. Sat. 4. M. 6. Tu. 7. W. 8

FEDERAL STOCKS:							
U. S. 5s, 1871, reg.	103	103	103	103	103	103	103
U. S. 5s, 1871, coup.	103	103	103	103	103	103	103
U. S. 5s, 1874, reg.	99	99	99	99	99	99	99
U. S. 5s, 1874, coup.	99	99	99	99	99	99	99
U. S. 5s, 1885, coup.	99	99	99	99	99	99	99
U. S. 5s, 10-40s, coup.	99	99	99	99	99	99	99
U. S. 5s, 10-40s, reg.	109	109	109	109	109	109	109
U. S. 5s, 1881, reg.	109	109	109	109	109	109	109
U. S. 5s, '81, O.W.L.y.	109	109	109	109	109	109	109
U. S. 5s, 1881, " 14.	109	109	109	109	109	109	109
U. S. 5s, 1887, reg.	129	129	129	129	129	129	129
U. S. 5s, 1888, reg.	129	129	129	129	129	129	129
U. S. 5s, 1888, coup.	129	129	129	129	129	129	129
U. S. 5s, 1 year certif.	129	129	129	129	129	129	129
U. S. 5s, 5-20s, c. 1862-1082	108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1864-1052	106	106	106	106	106	106	106
U. S. 5s, 5-20s, c. 1865-106	106	106	106	106	106	106	106
U. S. 5s, " reg.	106	106	106	106	106	106	106
230 Notes, 1st series 104	104	104	104	104	104	104	104
" 2d series 104	104	104	104	104	104	104	104
" 3d series 104	104	104	104	104	104	104	104
American Gold	—	—	—	—	—	—	—

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

W. 1. Th. 2. F. 3. Sat. 4. M. 6. Tu. 7.

Cattawissa							
" preferred	38	38	38	37	37	37	37
Camden & Amboy	—	—	125	125	123	123	123
" " 6s '67	—	—	—	—	—	—	—
" " 6s '70	—	—	—	—	—	—	—
" " 6s '75	—	—	—	—	—	—	—
" " 6s '83	87	87	87	87	87	87	87
" " 6s '89	88	88	88	88	88	88	88
mort. 6s '89 '94	88	88	88	88	88	88	88
Cheas. & Del. Canal 6s '86	91	91	91	91	91	91	91
Del. Div. Canal	57	57	57	57	57	57	57
Elmira & W'mport	—	—	—	—	—	—	—
" " " pref.	—	—	—	—	—	—	—
" " " 7s	—	—	—	—	—	—	—
Lehigh Navigation	—	—	57	57	57	57	57
" " 6s '84-86	87	87	87	87	87	87	87
Lehigh Valley R. R.	64	65	65	65	65	65	65
" " " 6s	—	—	—	—	—	—	—
Little Schuylkill R. R.	33	—	—	—	—	—	—
" " " 7s	—	—	—	—	—	—	—
Long Island	—	—	—	—	—	—	—
" " 6s	—	—	—	—	—	—	—
Minehill	55	—	—	—	—	—	—
Morris Canal	83	—	—	—	—	—	—
" " prof.	—	—	—	—	—	—	—
" " 6s '76	—	—	—	—	—	—	—
North Pennsylvania	—	—	—	—	—	—	—
" " 6s	90	—	—	—	—	—	—
" " 10s	—	—	—	—	—	—	—
Northern Central	46	46	46	46	46	46	46
Pennsylvania R. R.	56	56	56	57	57	57	57
" 1st m. 100	—	—	—	—	—	—	—
" 2d m.	—	—	—	—	—	—	—
Penn. State, 5s	93	93	93	93	93	93	93
" " 6s, coupon	—	—	—	—	—	—	—
" " 6s, W. L.	101	—	—	—	—	—	—
Philadelphia City, 6s	94	94	94	94	94	94	94
" " new 98	93	97	98	98	98	98	98
" " munc.	97	—	—	—	—	—	—
Philad. Germ. & Nor.	—	—	—	—	—	—	—
Philad. & Reading	56	56	56	56	56	56	56
" " 6s '86	—	—	—	—	—	—	—
" " 6s '70	—	—	—	—	—	—	—
Philadelphia & Erie	31	32	32	32	32	32	32
" " 6s	—	—	—	—	—	—	—
Philad. & Sunbury	78	—	—	—	—	—	—
Schuylkill Navigation	27	—	—	—	—	—	—
" " pref.	35	35	35	35	35	35	35
" " 6s '82	—	—	—	—	—	—	—
" " 6s '76	—	—	—	—	—	—	—
" " 6s '72	—	—	—	—	—	—	—
Susq. Canal	15	—	—	—	—	—	—
" " 6s '78	—	—	—	—	—	—	—
Union Canal, pref.	—	—	—	—	—	—	—
" " 6s '83	24	—	—	—	—	—	—
West Br. Canal 6s '78	—	—	—	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—	—	—
" " bonds	—	—	—	—	—	—	—
Huntington, (Horse)	18	18	18	18	18	18	18
Chestnut & Wal.	—	—	—	—	—	—	—
Green & Coates,	—	—	—	—	—	—	—
2d and 3d streets,	88	—	88	—	88	—	88
Spruce & Pine,	—	—	88	—	88	—	88

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

W. 1. Th. 2. F. 3. Sat. 4. M. 6. Tu. 7.

Baltimore City 6s, 1875.							
" " 1886	97	—	—	—	—	—	—
" " 1870	—	—	—	—	—	—	—
" " 1890-100	100	—	100	100	100	100	100
Balt. and Ohio	112	114	—	—	—	—	—
" " bds '62	—	—	—	—	—	—	—
" " " 67	—	—	—	—	—	—	—
" " " 75	—	—	—	—	—	—	—
" " " 80	—	—	—	—	—	—	—
" " " 85	—	—	—	—	—	—	—
Northern Central	47	47	47	47	46	46	46
" " bds '85	86	—	—	—	—	—	—
" " " 95	—	—	—	—	—	—	—
City Passenger R. R.	—	—	—	—	—	—	—

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

Th. 2. F. 3. Sat. 4. M. 6. Tu. 7. W. 8

Boston and Lowell							
Boston and Maine	—	—	127	—	127	—	127
Boston and Providence	—	—	—	—	—	138	—
Boston and Worcester	—	—	—	—	—	140	—
Cheshire, pref.	50	—	—	—	—	—	—
Concord	65	—	—	—	—	—	—
Connecticut River	—	—	—	—	—	—	—
Eastern, Mass.	107	107	107	107	108	107	107
Eastern, N. H.	—	—	—	—	—	—	—
Fitchburg	108	110	—	—	—	110	—
Manchester & Lawrence	—	—	—	—	—	—	—
Michigan Central	—	—	—	—	—	—	—
Northern, N. H.	103	103	106	—	—	—	—
Old Colony & Newport	101	101	102	—	103	—	—
Ph. Wil. & Baltimore	55	55	56	—	56	—	—
Portl'd, Sac & Porta.	100	100	100	—	100	—	—
Vermont & Canada	97	96	98	—	97	—	—
Vermont & Mass.	49	—	49	—	49	—	—
Western	—	140	—	—	141	—	—
Broadway (Horse)	—	—	—	—	—	—	—
Cambridge	—	—	—	—	—	—	—
Metropolitan	51	—	—	—	51	—	—
Middlesex	—	—	—	—	—	—	—
Central Mining Co.	—	—	—	—	—	—	—
Copper Falls	43	43	45	45	46	46	46
Franklin	47	47	48	50	52	54	54
Huron	—	42	43	43	—	—	—
Isle Royale	10	—	11	—	—	—	—
National	—	—	—	—	—	—	—
Minnesota	9	9	9	9	9	9	9
Pewabic	36	36	36	36	36	36	36
Pittsburg	—	45	—	—	—	—	—
Quincy	43	44	46	48	49	49	49
Rockland	—	8	8	9	9	9	9

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of July.

United States 5-20 yrs, 1882, 6 per cent	69	69	70	70	70	70	70
Virginia State, 5 per cent	49	49	51	51	51	51	51
Do., 6 per cent.	45	45	47	47	47	47	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66	66	68	68	68	68	68
Do., do., 2d mort., 1881	66	66	68	68	68	68	68
Do., Pennsylvania, 1st mort., 1877	68	68	72	72	72	72	72
Do., do							

The gold speculation was quite weak in the forepart of the week, in the absence of any special influence favorable to buoyancy. The rates receded from 148½ on the 2d inst. to 147½ on Monday. Since that day, there has been a gradual rally in the market, the inflation having been most marked on Wednesday, when the prices rose to 148½@149, on a renewal of the demand, chiefly on speculative account. The customs drain is fair in amount, and is the main legitimate support of the market at present. Last week, the customs revenue at this port averaged \$465,776 a day; thus far, this week, the daily average has been \$384,500. There is no export inquiry, this week. Saturday's specie exports were only \$414,516, largely in the form of silver bars. The foreign demand for silver is now more urgent than that for gold. Of the silver bars shipped on Saturday, \$221,987 went to Hamburg, by the Borussia. The Sub-Treasury disbursements of coin interest, last week, were only \$168,900, against \$292,231 the preceding week. The specie exports from this port, thus far in the current calendar year, have been \$51,824,771, against \$18,647,998 same time last year.

There has been a slight improvement in the foreign exchange market, towards the close of this week. Importers have been more disposed to purchase prime bills, apprehending a rise, rather than a fall, in the gold market, before the full resumption of the fall trade. Prices of bills, especially sterling, have stiffened a fraction, but they still rule considerably below the specie shipping point, thus precluding any immediate foreign drain on our coin supply. Prime bankers' sixty day bills on London, which were down to 107½, have been quoted up to 107½@108, and on Paris to 5.25@5.18½; sight bills on London to 108½@109½; and on Paris to 5.17½@5.15. The foreign demand for our public stocks continues active. Liberal shipments of 5-20s have been made, since our last. These have added to the available supply of prime bills, made chiefly by German houses. There have been fewer commercial bills offered, in view of the slight diminution of our produce exports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$2,950,505, against \$1,781,971 same week last year. The exports since January 1, have been to the value of \$122,426,928, or about thirty million dollars in excess of the exports, same time last year.

In Government securities of all classes, the business of the week has been unusually extensive at steadily advancing prices. The investment demand has been very brisk for all the interest bearing obligations, particularly the 5-20s of the several issues, and the first and second series of the Seven Thirties. A heavy conversion business has been transacted at a profit of from 2@2½ per cent. by the holders of the 5-20s of 1862 exchanging their bonds for bonds of the issue of last year. At the Sub-Treasury, and through the Government Loan Agency, likewise, large amounts of the 5-20s of 1865 have been issued in exchange for the 7-30s of August 1864, under the instructions referred to in our last, limiting the privilege of converting the 7-30s into 5-20s of 1865, to the holders of the first series of the 7-30s, maturing in August, 1867. The U. S. Assistant Treasurer at this port has given notice that Schedules of thirty

or more "7-30" Coupons, maturing on the 15th inst., will now be received for examination at the Interest Department of the U. S. Treasury.

The Treasurer also announces that he will be prepared on the 15th instant, to pay the coupon on the first series of 7-30 per cent. Treasury Notes of the United States. These notes are now convertible at the Treasury Office in New York or at Washington, free of expense to the holders, into the United States 5-20 gold bearing stock of 1865—registered or coupon. The exchange can be made before or after the 15th August coupon. If before, the holder will receive seventy-five days' interest from 15th February last to 1st May, at the rate of 7-30 per annum, or two cents per day, on each \$100, in addition to the 5-20 stock at par, dating and carrying interest in gold at 6 per cent. from 1st May. If after the 15th August coupon shall have been collected, the holder will have to repay the back interest for 107 days from the 1st May last, so as to equalize the exchange of the Treasury notes for the 5-20 bonds. It should be distinctly understood that only the first of August series of the 7-30s are allowed the privilege of immediate conversion. Conversion on the maturity of all the notes is alone the absolute privilege of the holders of the notes.

Railway and miscellaneous property was in less urgent investment and speculative demand up to the close of business on Monday, and the market generally yielded, under liberal realizations. The favorable public debt statement, and the present and prospective ease in money have led to a revival of confidence in the buoyancy of stock values, and business has rapidly regained the wonted activity in nearly all the interests represented at the calls of the Stock Boards. The dealings of Wednesday were decidedly more comprehensive and on a strengthening market, the *bull* element having been aided by an universal combination of propitious influences. The leading railways make highly encouraging reports of their current earnings and a brisk fall traffic is anticipated. The good dividend paying stocks derive marked benefit from this source, which is more or less directly advantageous to all the share property dealt in at the Stock Boards. Cheap money is, however, the potential support of the present upward movement in the Stock Market.

In general business, there has been rather more animation, and toward the close, more buoyancy has been discernable. The rally in gold from the depression of the fore part of the week has tended to increase the demand for domestic produce, prices of which close rather in favor of sellers. The main exception has been cotton, which has been unfavorably affected by recent advices from England. The week's exports of cotton have been 2,855 bales from this port, and 7,500 bales from all the shipping ports, leaving an available supply of 120,000 bales here, and 275,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,480,000 bales. In foreign merchandise there has been only an average summer trade, at drooping prices. The Dry Goods interest in all branches is suffering from the backwardness of buyers, on a market oppressed by accumulating supplies. The total imports of foreign dry goods, last week, were \$2,738,730, and the total amount marketed \$2,073,383. The value of foreign merchandise imported last week, was \$2,424,784—making the

grand total value of last week's imports of dry goods and merchandise, \$5,163,514.

The quotations for American securities and consols on the London Stock Exchange were as under on the dates named:

	July 21.	July 28.	Aug. 6.
U. S. 5-20's	70½@71	69½@69½	68½
Erie	44½@44¾	41@42	—
Consols	88½@88½	88½@88½	87½

The New York exports, exclusive of specie, for the week ending Aug. 7, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$1,781,971	\$2,959,505
Prev. reported	90,552,365	119,467,423

Since January 1.....\$92,334,336 \$122,426,928

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	\$1,820,102	\$2,738,730
Gen. merchandise	2,947,227	2,424,784
Total for the week	\$4,267,329	\$5,163,514
Prev. reported	92,210,649	187,241,148

Since January 1.....\$96,477,978 \$192,404,662

The New Orleans Custom House receipts amounted in July to \$360,484. The receipts in July 1865, were \$107,748.

The balance in the Sub-Treasury on Wednesday was \$85,447,289 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 104½; do, 6s, 1879, 97½; Tennessee 6s, ex-coupon, 69½; do, new, 66; North Carolina 6s, 84; do, ex-coupon, 62; do, new, 62; Ohio 6s, 1881, 100½; Virginia 6s, 66½; Brooklyn 6s, Water Loan, 95; Peninsula R. R. 1st mort., 84; Mc Gregor Western, 20; do, 1st mort., 65; New Jersey Central R. R., 127; Milwaukee and St. Paul, pref., 71½; New Jersey R. R., 130; Catawissa, 79½; Chicago and Milwaukee, 70; New York and New Haven, 112; Stonington, 110; Boston Water Power Co., 30; Central Coal, 51; American Coal, 58; Mariposa pref., 27½; Western Union Tel., 56½; do, Russian Extension, 108; Continental Bank, 100; 4th National Bank, 103½; Bank of Commerce, 113; Central Bank, 110%; Am. Ex. Bank, 113½; Bank of Commonwealth, 104½; Hanover Bank, 110; Corn Ex. Bank, 119; Bank of New York, 120½; Mechanics Banking Ass., 108; Bank State of New York, 109.

Philadelphia.—Allegheny County coupon 5s, 72; Pittsburgh 7s, 70½; New Jersey 6s, 96½; Warren and Franklin 7s, 80; Philadelphia and Sunbury 7s, 92; Morris Canal Boat Loan, 90½; 13th and 15th streets, 21½; Fulton Coal, 7; N. Y. and Middle Coal Fields, 5½; Big Mt. Coal, 5; Clinton Coal, 5%; New Creek Coal, 5%; Locust Mt., 47; Keystone Zinc, 7%; Farmers' and Mechanics' Bank, 129; Commercial Bank, 54½; Bank of North America, 22½; Caldwell Oil, 3%; Ocean, 4%; Maple Shade, 1¾. The latest quotations are: City 6s, 94½@95; do, new, 98½@98½; State 5s, 93½@93½; do, coupon, 98½@94½; do, 6s, W. L., 101½@101½; Phila., Wil. and Balt., 55½; Reading, 56@56½; do, 6s, 1870, 95@96; do, bonds, 90@90½; do, con., 112@112; Camden and Amboy, 124½@125; Penn. R. R., 57½@57½; do, 1st mort., 99@100; do, 2d mort., 96½@97½;

Little Schuylkill R. R., 38½@39; Morris Canal, 81@83; do., pref., 118@121; do., bonds, 90½@91; Wyoming Valley Canal, 65@68; do., 6s, 82@90; Susquehanna Canal, 14½@15½; do., 6s, 58@58½; Sch. Nav., 26½@27½; do., pref., 35@35½; do., 6s, 1882, 81½@82; Union Canal bonds, 24@24½; Delaware Div. Canal, 55@57; do., bonds, 85@86; Elmira and Williamsport, 29@30½; do., pref., 42@48; do., 7s, 1873, 93½@100; Lehigh Coal and Navigation, 57½@57½; do., bonds, 1884, 87½@87½; North Pennsylvania, 39½@40; do., 6s, 90½@90½; Philadelphia and Erie, 32½@32½; do., 6s, 90½@90½; Minehill, 56@56½; Catawissa, 38@39½; do., pref., 38@38½; Lehigh Valley, 64½@65; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 87@89; West Philadelphia, 67@70; Spruce and Pine, 37½@38½; Green and Coates, 30@32; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21@21½; Girard College, 27@29; Tenth and Eleventh, 55@60; Norristown, 58@58; Union, 42@42½; Hestonville, 18½@18½.

Boston.—Eastern R. R. 6s, 1874, 97½; do., 1885, 96½; Vermont Central 1st mort., 116; do., 2d mort., 36½; N. Y. and Boston Air Line 6s, 40; Rutland and Burlington 1st mort., 90½; do., 2d mort., 38½; Vermont Central and Vermont and Canada Chatte 8s, 103; Boston, Hartford and Erie 7s, 44; Ogdensburg and Lake Champlain R. R., 55; do., pref., 101½; do 1st mort., 99; Boston Hartford and Erie, 10; St. Mary's Canal and Mineral Land Co., 84½; Boston Water Power Co., 30%; Cary Imp., 12½; Waverly Land, 4; Short Mt. Coal, 22½; Mammoth Vein Coal, 10; Franklin Coal, 1,155; Cape Breton Coal, 2½; Gilberton Coal, 20; Cook Gold, 1½; Bullion Consol., 2½; Smith and Parmalee Gold, 8.80; Augusta 6s, 1870, 95%; Springfield City 8s, 1888, 97; Chicago 7s, sewerage, 99½; Boston 6s, 1877, 101½; Albany 6s, 1895, 94; do., 1879, 96; do., 1871 guar., 100½; Cambridge 5s, 1882, gold, 95; Cook Co., Ills., 7s, 92½; Massachusetts 5s, 1894, gold, 98½; Great Basin Oil, 6c.; United States, 7.80; Buchanan Farm, 25c.; Massachusetts and Oil Creek, 91c.; New England, 15c.; Oil Creek, 32c.; Pittsburg and Boston 12c.; Bennehoff Run, 6.70; Indian Spring, 10c.; Stewart's Run Pet., 20c.; Pepper Well, 3; Maverick Bank, 106; Suffolk Bank, 117; North Bank, 110; Merchants' Bank, 122½; Everett Bank, 99; Webster Bank, 114½; Washington Bank, 121½; Howard Bank, 105; Allouez Mining Co., 3; Bay State, 15½; Boston, 1½; Canada, 90c.; Dana, 3½; Eagle River, 75c.; French Creek, 75c.; Hancock, 32½; Hanover, 8½; Humboldt, 5½; Mesnard, 2½; Madison, 3; Native, 1½; Petherick, 7½; Pontiac, 1½; South Side, 2½; Star, 2½; St. Clair, 6½; Superior, 4½; St. Mary's, 1; Winthrop, 2; Washington, 1½.

Baltimore.—Virginia 6s, registered, 40½; Maryland 6s, 1870, 101; Western Maryland 1st mort., 94; Marietta and Cincinnati bonds, 79½; Central Ohio R. R., 21; Atlantic Coal, 1.20; Penn. Oil, 0.15; Farmers' and Merchants' Bank, 43; Farmers' and Planters' Bank, 30; Union Bank, 63; Bank of Baltimore, 104½; Citizens Bank, 14½; Mechanics Bank, 17½. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1867, 99@99; do., 1875, 96@97; do., 1880, 96½@97; do., 1885, 98½@100; Northern Central, 46@46½;

do., bonds, 1885, 87@87½; N. W. Va. 1st mort., 1873, 97@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 80½@81; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@75½; do., guar., 94@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 96½@97; do., 1873, 95@98; do., 1875, 99½@99½; do., 1886, 99½@100½; do., 1890, 100@100½; do., coupon, 100@100; do., Park, 99½@100; do., 1892, 93@95; do., 5s, 1838-70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51½@61; Gardner, 0.50@0.70; Am. Gas Coal, 0.40@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@105; Santa Clara, 7½@9; Balt. Chrome, 0.50@0.60; Bare Hill, 0.55@0.60; Atlantic Coal, 1.10@1.20; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	June 1, 1866.	Aug. 1, 1866.
Debt bearing		
int. in coin	\$1,195,825,191 80	\$1,242,628,441 80
Debt bearing		
interest in		
currency ..	1,147,222,226 28	1,079,668,959 96
Matured debt		
not present- ed	4,900,429 64	4,670,160 32
Debt bearing		
no interest.	452,031,603 04	443,449,046 91
Total.	\$2,799,979,450 76	\$2,770,416,608 99
Coin in Treas- ury	\$50,679,957 72	\$61,322,126 57
Currency ...	79,011,125 52	75,995,206 04
	\$129,691,083 24	\$137,317,332 61
Debt less cash in the Treas- ury	\$2,670,288,367 25	\$2,633,099,276 38

The total debt shows a decrease since the 1st of June of \$29,562,841 77. The balance in the Treasury shows an increase, as compared June 1st of \$7,626,249 37. Deducting the amount on hand from the aggregate debt, both on the 1st of June and the 1st of August, the decrease of debt would be \$37,189,091 14. The total debt on the 31st of August last stood at \$2,845,907,626 56. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August 1865, and 1st of August, 1866, and the actual decrease in the Public Debt since that period has been \$124,590,295 05.

Tunnel under Chicago River.

The city of Chicago is now prepared to construct a Tunnel under the South Branch of Chicago River according to plans and specifications now on file at the office of the Board of Public Works in that city. Last year an ordinance was passed for the same, which was conditioned on the raising by private subscription of \$100,000. This did not succeed, and now the city will pay the whole expense, so that the work will go on without delay. The excavation will be clay probably. Proposals will be received until the 18th inst., and must be addressed to the Board of Public Works, Chicago, endorsed "Proposals for Washington Street Tunnel." The Tunnel will consist of three divisions, the outside ones for vehicles, to be eleven feet wide and fifteen feet

high; the middle one for pedestrians, to be ten feet wide, the latter terminating in a stairway at each end, beyond which the two tunnels will converge into one. The covered portion of the tunnel will be about 1,000 feet in length.

Connecticut and Passumpsic Rivers R. R.

The annual meeting of this company was held at Newport, Vt., on the 31st ult. The old Board of Directors was re-elected with Hon. Henry Keyes, of Newbury, Vt., as President, under whose excellent management the road has doubled its business within the last three years; and, notwithstanding large outlays for engines and cars, its receipts the past year, as will be seen by the Report which we give elsewhere, have exceeded the expenditures by more than \$175,000. A dividend on preferred stock of \$6 in money and \$10 in stock, for each share, has been paid. The managers have recently purchased a large track of land at Lyndon, where a machine shop will be speedily erected, to take the place of that burned at St. Johnsbury. It was voted to allow the old stock to become "preferred stock" by the payment of \$50 per share, and the directors were authorized to increase the capital by creating 4,000 shares. This is for the purpose of extending the track to the Canada line (six miles beyond Newport) from which point the Massawippi Valley Railroad will be built, to unite with the Grand Trunk Railway. The local business upon this road is rapidly increasing, and with the increase of facilities of transportation it will continue to increase. A large amount of lumber is being got out for the market in the northern part of Vermont, and 3,000 tons of ore from the copper mines in Corinth were sent down the road last year.

Lexington and West Cambridge Railroad.

The Annual Meeting of this Company was held on the 1st inst. The report states that the total receipts for the year have been \$33,025 25; and the expenditures, \$20,959 95. The past year has been one of great prosperity to the company. Full power to lease or sell the road, was granted the directors. The following gentlemen were chosen directors for the ensuing year: R. D. Blinn, W. E. Parmenter, David Wood, Charles T. Crocker and Geo. Fay.

Memphis and Little Rock Railroad.

The St. Louis Dispatch says: "We learn that efforts are being made to complete the above road from Memphis to Duval's Bluff. Mr. R. C. Brinckley and Mr. W. Greenlaw, on behalf of the road, obtained subscriptions in Memphis to the amount of \$95,000. We hope the road will in a short time be pushed down to the Texas border, as was, we believe, contemplated by its originators. The completion through from Memphis will not, however, be without advantage to St. Louis."

Clinton and Port Hudson Railroad.

Work has been commenced upon this road, though with but few hands. The Clinton Democrat says: Geo. A. Neafus, the President of the company, has been to New Orleans, with the view of hiring labor and procuring the necessary tools and materials for the work. His success was not as complete as he expected. The managers, however, are confident that they will have it in running order for the fall trade. It is sincerely hoped that their expectations may be realized."

The Savannah and Memphis Road.

Much light has been thrown on the advantages of this road as a freight road by the recent discussions. As a freight route between Savannah and Louisville, Cincinnati, St. Louis, Cairo and Chicago, it can never have a show of competition. The direction from Savannah to Tuscumbia is from southeast to northwest, and comes as near being an air line as railroad can be made. From Tuscumbia, the head of navigation on the Tennessee river, that stream runs a due north course to where it empties into the Ohio river, a short distance from the mouth of that stream. From the mouth of the Tennessee to where the Ohio river empties into the Mississippi, the course is northwest to Cairo, on the Mississippi. From Cairo to St. Louis the course of the Mississippi is from South to North. From Tuscumbia by the rivers, and the Illinois Central Railroad from Cairo to Chicago, Louisville, St. Louis and Chicago, are about equi-distant. The Tennessee river is navigable, as all Western men know, for first class boats all the year, to Colbert's Shoals, about seven miles below Tuscumbia; and on these shoals there is never less than three feet water. This brings the entire Western country in easy communication with Tuscumbia. From Tuscumbia to Opelika, by an air line, is 195 miles—but allowing for curves to avoid insurmountable obstructions, we put the road down at 220 miles. The links in the road from Opelika to Savannah are complete via Columbus and Macon—a distance of 319 miles—thus connecting the navigable waters of the great West with the Atlantic by rail at the short distance of 539 miles.

The only present practicable freight route by rail with the West, is *via* Chattanooga and Nashville to Johnsonville, on the Tennessee river. From Johnsonville to Savannah by rail, is 602 miles; Tuscumbia to Savannah 541—difference in favor of the Savannah and Memphis route, 121 miles. Johnsonville to Macon 471; Tuscumbia to Macon 350—difference in favor of Tuscumbia route, 121 miles. Johnsonville to Columbus, *via* West Point, (the shortest route, but which competes in freight rates only with the route by Macon 571) 506 miles. Tuscumbia to Columbus 250 miles—difference in favor of Tuscumbia, 256 miles. Johnsonville to Atlanta 367 miles; Tuscumbia to Atlanta *via* Opelika 331—difference in favor of Tuscumbia 35 miles. These are facts that can not be controverted, and is conclusive proof that the Savannah and Memphis road is bound to be the road for freight and travel between the Great West and the entire country composing Middle, Eastern, Western and Southern Alabama, Western, South-western, Middle and Southern Georgia, and East Florida; and by its connection with the Charleston and Memphis road at Tuscumbia, supersedes all other routes for the freight and travel between Savannah and Memphis.

The advantages to Montgomery and Selma, Alabama, of this road, over their pet schemes, are of such a character, as would be folly in them to overlook. Near Elyton, about 120 miles from Montgomery, about the same distance from Selma, the Savannah and Memphis road crosses the track of the Alabama Central road, being built from Montevallo to Decatur. This will put them in communication by our road with the Great West at Tuscumbia, by water, at a distance from the initial point, about the same as that to Decatur—a saving in shipment by rail, of two hundred miles—the distance from Decatur to Johnsonville, where the route meets water communication. From Montevallo to Selma a railroad is already in operation. A road is being built from Montevallo to Montgomery. It is not to be expected that these rival cities will be in a hurry to abandon their favorite bantling to Decatur, but as interest generally rules in business matters with sagacious men, it is reasonable to presume they will not be slow to see that, with the Savannah and Memphis road built, there will be little necessity for the Alabama Central, beyond the junction of that road with the Savannah and Memphis; and that not only will the Central, beyond the

initial point be abandoned, but that the capitalists of both cities will seek our road as a profitable investment.—*Columbus Sun.*

Railroad Earnings—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 3d, 1866, were \$53,963 95 Corresponding week of 1865 57,874 73

Decrease \$8,910 78

The earnings of the Grand Trunk Railway of Canada for the week ending July 28th, 1866, were \$124,474 00 Corresponding week of previous year 117,470 00

Increase \$7,004 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in July, 1866 \$31,008 00 Corresponding week previous year 36,338 67

Decrease \$5,330 67

The earnings of the Western Union Railroad for the week ending July 31, 1866 \$22,239 85 Corresponding week previous year 17,296 35

Increase \$4,943 50

The earnings of the Chicago and Great Eastern Railway for 4th week in July were \$27,374 17 Same period last year 25,288 54

Increase in 1866 \$2,085 63

The earnings of the Chicago and Northwestern Railway for the fourth week in July, 1866 were \$213,186 00 Corresponding week of previous year 235,764 00

Decrease \$22,578 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in July, 1866, were \$50,911 00 Corresponding week of previous year 56,757 00

Decrease \$5,846 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st July, inclusive, during the years 1865 and 1866, was as follows :

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865—282,500	2,958,900	3,595,900	159,500
1866—108,300	1,372,000	8,999,400	105,000

Dec. 174,200 1,586,900 *5,403,500 54,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 491,580 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated :

	1864.	1865.	1866.
Canal opened— April 30.		May 1.	May 1
Flour, bbls.	343,400	282,500	108,300
Wheat, bush.	7,164,200	2,958,900	1,372,000
Corn, bush.	2,557,800	3,505,900	8,999,400
Barley, bush.	142,100	159,500	105,000
Oats, bush.	3,128,400	4,386,800	3,679,900
Rye, bush.	64,500	177,700	410,600
Malt, bush.		249,000	103,700
Beef, bbls.	5,400	7,190	100
Pork, bbls.	47,700	14,050	7
Bacon, lbs.	559,300	1,231,900	...
Butter, lbs.	24,000	49,100	39,609
Lard, lbs.	1,203,000	1,745,500	56,900
Cheese, lbs.	46,000	824,500	126,600
Wool.	23,200	151,900	104,400

Commerce of New York.

The Exports from New York to Foreign Ports for the month of June are officially stated as follows :

1865.	1866.	
Domestic produce	\$8,079,802	\$9,601,089
Foreign free goods	35,417	55,074
Do. dutiable	131,425	606,255
Specie and bullion	5,199,472	15,890,956

Total exports	\$13,446,116	\$26,153,374
Do. exclusive of specie ..	8,246,644	10,262,418

The Exports from New York to Foreign Ports for six months from January 1, were :

1865.	1866.	
Domestic produce	\$68,148,767	\$104,254,136
Foreign free goods	634,896	458,794
Do. dutiable	2,143,022	3,025,987
Specie and bullion	17,915,759	45,782,430

Total exports	\$88,842,444	\$153,521,347
Do. exclusive of specie ..	70,926,685	107,738,917

The Exports from New York to Foreign Ports for the fiscal year ending June 30, were :

1864-'5.	1865-'6.	
Domestic produce	\$184,617,834	\$210,352,823
Foreign free goods	2,419,689	762,633
Do. dutiable	15,835,262	4,323,375
Specie and bullion	39,589,259	57,870,354

Total exports	\$242,462,044	\$273,309,185
Do. exclusive of specie ..	202,872,785	215,438,881

The Foreign Imports at New York for the month of June were :

1865.	1866.	
Entered for consumption. \$8,542,271	\$10,682,723	
Entered for warehousing. 7,123,792	10,957,050	
Free goods	953,226	1,002,330
Specie and bullion	236,032	94,549

Total entered at port	\$16,855,321	\$22,736,652
Withdrawn from wareh'se ..	6,346,958	8,967,481

The Foreign Imports at New York for six months from January 1, were :

1865.	1866.	
Entered for consumpt'n. \$38,125,398	\$88,759,762	
Entered for warehous'ng 37,811,119	66,426,467	
Free goods	5,023,712	7,036,616
Specie and bullion	1,051,823	1,190,186

Total entered at port	\$82,012,052	\$163,403,031
Withdrawn from wareh'se 41,626,821	49,993,854	

The Foreign Imports at New York for the fiscal year ending June 30, were :

1864-'5.	1865-'6.	
Entered for consumpt'n. \$67,079,520	\$179,101,519	
Entered for warehous'g. 82,206,122	112,356,494	
Free goods	10,603,200	12,423,741
Specie and bullion	1,890,431	2,251,044

Total entered at port	\$161,779,273	\$306,133,398
Withd'n from wareh'se. 76,267,862	88,891,375	

The following is a description of Imports for the year ending June 30 :

1864-'5.	1865-'6.	
Dry goods	\$49,853,939	\$137,055,834
General merchandise..	110,084,903	166,825,920
Specie and bullion	1,890,431	2,251,044

Total imports	\$161,779,273	\$306,133,398
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Revenue from customs at New York :

1865.	1866.	
In June	\$7,887,075	\$9,559,898
Previous 5 months. 28,858,501	23	57,988,291

Total in 6 months. \$36,695,577	07	\$67,548,189
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Total fiscal year.. \$61,169,479	80	\$132,625,518
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 The Albany Railway Company commenced running their cars to Kenwood on the 16th inst.

Philadelphia Passenger Railroad Dividends.

The following dividends have been declared by the Philadelphia Passenger Railroad Companies—most of them payable in July: The Spruce and Pine Streets Railroad Company, one dollar and fifty cents per share, and an extra of one dollar per share, free of tax. The Green and Coates Streets Railway Company, one dollar and twenty-five cents per share, free of tax. The Second and Third Street Passenger Railway Company, five per cent., free of taxes. The Philadelphia City Passenger Railway Company, three dollars per share, free of taxes. The Union Passenger Railway Company, one dollar and fifty cents per share, free of tax. The Girard College Passenger Railway Company, one dollar per share, clear of taxes. The West Philadelphia Passenger Railway Company, five per cent., clear of taxes. The Philadelphia and Gray's Ferry Passenger Railway Company, one dollar and fifty cents per share, and an extra dividend of one dollar per share, clear of taxes.

The Baltimore City Passenger Railway Company, also paid in July a dividend of 3 per cent., free of United States tax.

The Broadway and Seventh Avenue Railroad Company, New York, paid in July a dividend of five per cent.

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

Receipts:	1865.	1866.
From passengers	\$172,385 17	\$174,501 44
" freight	240,975 67	290,724 28
" mails	10,600 00	10,600 00
" express	3,000 00	3,500 00
" rents	1,219 50	1,251 62
	\$428,180 34	\$480,577 34
Expenses, viz:		
Maintenance of road	\$58,950 77	\$76,690 70
Motive power	83,664 73	110,327 93
Fuel	28,961 92	32,921 26
Oil and waste	4,306 59	5,627 80
Passenger department	13,983 61	13,061 73
Freight department	19,498 67	22,038 09
Loss and damage	5,323 36	3,928 93
Repairs of buildings	5,071 70	8,726 97
Insurance	1,495 57	2,279 82
Miscellaneous expenses	22,453 18	28,980 86
	\$243,710 10	\$304,584 09
Net balance	\$184,470 24	\$175,993 25

The tracks, road-bed and rolling stock are in thorough repair—28,932 sleepers, 110 tons new iron, 101 tons re-rolled and 4,600 repaired rails have been laid. One freight locomotive, 2 passenger, 4 box and 22 platform cars have been added to the equipment. Two passenger, 9 box, 1 mail and 2 platform cars have been thoroughly repaired. Two platform, 6 box, 4 rack, 13 coal and 4 hand cars have been rebuilt. Wood sheds have been erected at White River Junction, and South Barton, and a temporary shop at St. Johnsbury.

On the 21st day of March last, the company's machine and car shop, with tools, machinery, and supplies in shops, together with engine-house and two locomotives up for repairs, were burnt, from causes unknown. Loss estimated from \$60,000 to \$75,000; insured for \$25,000.

The Directors have made arrangements for the erection of new shops, to be built of brick, to be completed at an early day, and have purchased

some 350 acres of land in Lyndon for about \$16,500, well adapted to the erection of buildings and yard room on a more extended scale than was originally required, leaving a surplus of land to be disposed of to employees or other parties.

The gross earnings of the road show a steady increase since the extension to Newport, and when northern connections, now contemplated, are made, the directors have reason to expect the road to compare favorably with any road in New England.

The Treasurer's trial balance will show that \$32,800 of the bonded debt has been cancelled during the past year, leaving now outstanding, \$605,700.

The iron to lay the track from Newport to the boundary line has been purchased, and will be laid down this season.

The equipment now consists of: 10 locomotives, 10 passenger, 6 baggage and mail, 114 box, 42 rack, 13 coal, 80 platform, 10 gravel, 26 hand, 10 wood and 1 drovers' cars, valued at \$204,965. Value of materials on hand, \$97,372 81. Miles run by locomotives, 172,500. Passengers carried, 107,774; do., carried one mile, 3,570,226. Troops transported, not included in above, 1,085. Tons of freight carried, 64,983; do., carried one mile, 3,543,262.

TRIAL BALANCE, JULY 18, 1866.

Construction	\$2,890,663 17
General expense	450 00
Supt., for wood, materials, &c., on hand, including sundry unsettled accounts	118,756 39
Additional equipment	52,615 00
Wood lots	4,791 14
Agent for collections	5 42
Excise tax	105 03
Team account	893 00
Cash	13,181 04
	\$3,081,460 19
Preferred stock	\$1,673,300 00
Old stock	163,300 00
Special stock	900 00
Bonded debt	605,700 00
Extension	410,064 00
Notes payable	130,700 00
Trustees of sinking fund	47,200 00
Coupons uncalled for	2,151 00
Agent for construction	3,151 85
Earnings	2,110 20
Reserve	8,000 00
United States	3,623 35
Contingent	24,852 56
Partial payments on account subscriptions	6,407 23
	\$3,081,460 19

President.—HENRY KEYES.

Superintendent.—A. H. PERRY.

Treasurer.—N. P. LOVERING.

At Richmond, Va., on the 5th ult., Judge Chambers granted an injunction in the case of B. F. Ficklin, Superintendent of the National Express Company vs. the Virginia Central, Orange and Alexandria, Virginia and Tennessee, Petersburg and Weldon Railroads, restraining them from carrying out special transportation contracts with the Adams and Southern Express Companies. The motion of the defendants for an order suspending the operation of the injunction was overruled. This decision is considered very important, as deciding the rights of railroads and express companies, and has greatly elated all parties interested in the National Express.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	5,508.63 for \$61,881 00
Acres Int. Fund Lands sold	240.00 for 3,929 20
Acres Free Lands sold	1,091.77 for 12,536 22

Total sales during month

of July, 1866 6,840.40 for \$78,296 42

To which add Town Lot

Sales 4,014 25

Total of all \$82,310 67

Cash collected in July \$128,969 58

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$133,014 96
do. Freight	273,742 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	50,000 00

Total Receipts in July, 1866 \$467,115 29

Total Receipts in July, 1865 \$527,908 00

Interest and Dividends.

The New York Central Railroad Company have declared a semi-annual dividend of three per cent., payable, free of U. S. Income Tax, on the 20th inst.

The Northern Central Railroad Company have declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable on the 29th inst.

The Hazleton Railroad Company have declared a dividend of 4 per cent., payable on the 13th inst.

The Lykens Valley Railroad Company have declared a dividend of 4½ per cent., free of tax, payable on demand.

All the coupons of the Covington and Lexington Railroad Company guaranteed by the City of Covington, now due, will be paid on presentation at the office of the Treasurer of the City of Covington, with interest on same to the 1st day of July, 1866, and the coupons on same bonds maturing September 1, 1866, will be paid when due at the Bank of America, New York.

Alexandria and Fredericksburg Railroad.

We learn from the Alexandria *Gazette* that contracts have been awarded to Messrs. Studds & Pullman, Studds & Auld and Mason & Johnson, for the grading, bridging and masonry, and superstructure of the bridges, on seven sections of the Alexandria and Fredericksburg railroad, including the Mount Vernon Branch. The work will be commenced at once, and pushed forward vigorously. The contracts awarded amounted to upwards of \$100,000. The remainder of the line, from the Occoquan to Brooke's Station, on the Fredericksburg and Aquia Creek railroad, will be ready for letting out the 20th instant, when, it is expected the whole road will be put under contract.

There are fifty men at work on the tunnel of the Albany and Susquehanna railroad, in Colesville, and fair progress is being made. Up to last week 350 feet full size had been excavated on the west end, and 250 feet more of "heading," and on the east end 600 feet full size, with wooden arch, and 300 feet of heading. As the entire length of the tunnel is but about 2,200 feet, the two headings have now approached within 700 feet of each other.

Spruce and Pine Streets Railroad.

The par value of the stock of this company has recently been changed from \$25 to \$50 per share. In January last a dividend of \$1.50 per share was paid, and in July \$2.50 per share. In other words, the company have paid this year dividends amounting to 16 per cent. upon their paid-up capital (\$25). The July dividend alone amounted to 10 per cent. of the paid up capital, or 5 per cent. on the par value. The stock is now quoted at \$8 1/2. We learn from a reliable source that the company have now on hand money enough invested in U. S. 7-30s to pay their bonds, but cannot obtain possession of them.

Canal Tolls.

The gross tolls received on all the New York State Canals in May and June, 1866, were \$1,029,978 Received in May and June, 1865 802,064

Gain in 1866 over 1865 \$227,914 Appropriated for ordinary repairs and maintenance for the year ending September 30th, 1865 \$1,941,565 Do. for the year ending September 30th, 1866 1,453,000

Less in 1866 than in 1865 \$488,565

This looks encouraging and as though the surplus revenues might be somewhat larger in 1866 than in 1865.

¶ The acknowledged debt of the State of Virginia is made up of six per cent. bonds, with coupons attached of July 1, 1861, and after; of six per cent. bonds, from which these coupons have been cut for funding, under the recent arrangement; and of new bonds dated on or since January 1, 1866. Of the latter some are coupon and some are registered, the former selling in preference. There is but little difference in price between the old bonds with the coupons cut off and the new bonds, the sales being at a price between forty and fifty. The bonds which are selling at a higher rate are the old issues, with the coupons still attached.

¶ The San Antonio (Texas) *Herald* learns that an agent of the Buffalo Bayou, Brazos and Colorado Railroad Company has been sent to Europe to purchase an iron railroad bridge of the most approved construction, to be placed across the Brazos River at Richmond. There is also a bridge to be built over Colorado at Columbus, and cars are to be run to the latter place in time for the fall trade.

A. L. HOVEY & CO.
Cor. 2d & South 11th Streets,
WILLIAMSBURG, L. I.



Sole Manufacturers of
Ely's Railroad Box
and Lining Metals
for all machinery where
anti-friction metal is required.

Cheaper and warranted
superior to the best brass
boxes. Price 35 cts per lb.

T. R. ELY,
Superintendent.

JOSEPH H. CROWELL, Agent for Railroads, New Jersey Central Railroad Depot, New York.

CIVIL AND MINING ENGINEERING,
AT THE RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y.

The next Annual Session begins Sept. 12th. For the new ANNUAL REGISTER, containing full information, apply to

8131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

Proposals for a Tunnel UNDER CHICAGO RIVER.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 1st, 1866.

SEALED Proposals will be received by the Board of Public Works, at their Office, until 11 a. m. Saturday, August 18th, for the construction of a Tunnel under the South Branch of Chicago River, at Washington-st., according to plans and specifications which will be on file at said office and ready for examination on and after August 8th.

The Tunnel under the river is to consist of three passage ways, the outside ones to be each 11 feet wide and 15 feet high, and the middle one 10 feet wide and 15 feet high. The middle passage-way to terminate near the river on each side in stairways to the street. Between the stairways and the ends of the covered portion of the Tunnel, the three passage-ways are to be reduced to one, varying from 24 to 20 feet in width, and from 20 1/2 feet to 17 1/3 feet in height. The whole length of the covered portion of the Tunnel will be about 1,000 feet.

Proposals must be addressed to the Board of Public Works, endorsed "Proposals for Washington-st. Tunnel," and be accompanied with the usual \$200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
2832 Board of Public Works.

STREET RAILWAY CARS.

20 NEW CARS, BUILT FOR A FOREIGN market, of

BEST MATERIAL AND WORKMANSHIP, BY
JOHN STEPHENSON.

FOR SALE AT A LARGE DISCOUNT

WM. P. KITTREDGE & CO.,

164 Water Street, New York.

M R. JOHN H. JACQUELIN withdraws this day from our firm, A. G. HEMINWAY & CO.

Mr. A. G. HEMINWAY will continue in the same business as heretofore at No. 10 Wall Street, New York, August 1, 1866.

We have this day formed a co-partnership for the transaction of a general STOCK, BOND and COMMISSION BUSINESS, under the name of

JACQUELIN & DE COPPET,

JOHN H. JACQUELIN,
Late of the firm of A. G. Heminway & Co.

HENRY DE COPPET,
Formerly with Western & Billier.

New York, August 1, 1866. Office No. 26 New-st. 4831

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, July 27, 1866.

TWENTY-SIXTH SEMI-ANNUAL DIVIDEND.
—The Directors of this Company have declared a Semi-Annual Dividend of Three Per Cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of July instant, and be reopened on the morning of Thursday, the twenty-third day of August next.

831 E. D. WORCESTER, Treasurer.

SEVEN PER CENT.

First Mortgage Bonds OF THE

North Missouri Railroad Company.

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Minor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds (\$6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa, and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of \$6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least \$16,000,000, with a net annual revenue after the first year of over \$1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell \$500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

430

JAY COOKE & CO.

THE STEAM SYPHON PUMP

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

It will not get out of order and cannot freeze up. A Locomotive can raise water to fill its tender in a few minutes, thus dispensing with tanks, pumping machinery and attendance. It can be used as a Fire Engine where steam power is employed, as at Machine Shops, Car Shops, &c. Address STEAM SYPHON COMPANY,

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48 Dey St., New York.

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LOCOMOTIVE WORKS,

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(FORMERLY THE BURNSIDE RIFLE CO.)

THIS EXTENSIVE ESTABLISHMENT, SITUATED in PROVIDENCE, R. I., on the line of the New York, Providence and Boston Railroad, is prepared to fill orders for

LOCOMOTIVE ENGINES

Interchangeable in all their Parts,

Combining all the Latest Improvements, and made of the Best Materials and Superior Workmanship.

Orders addressed to

A. E. BURNSIDE, President,
will meet with prompt attention.

THE
Sterling Iron and Railway Co.,
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Offer for sale at lowest market rates, in quantities to suit purchasers,

THEIR SUPERIOR
MAGNETIC IRON ORE,

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CHARCOAL PIG IRON
AND

ANTHRACITE PIG IRON.
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Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVAS, used by many roads as a substitute for Car Duck. July 19th, 1866.

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RAIL ROAD, SHIP AND BOAT SPIKES,
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These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

LOCOMOTIVES FOR SALE.

The undersigned offer the following LOCOMOTIVE ENGINES to Railroad Companies. They will be sold at reasonable prices, on liberal credit for approved security. The Engines are entirely new; have never been used; they are built after good designs, of the best material and workmanship; to suit a 4 ft. 8½ in. gauge, but can be changed for a wider track.

TWELVE 8-WHEEL ENGINES AND TENDERS.

FIVE LOCOMOTIVE ENGINES—Cylinders 16 by 2½; 4 Drivers, 5 ft. diameter, with steel tires. Boilers are made of best Lowmoor iron; brass flues. Tender tank capacity, 1,700 gallons.

ONE LOCOMOTIVE ENGINE—Cylinders 16 by 2½; 4 Drivers, 5 ft. diameter, with Bowling tires. Boilers made of the best Pennsylvania charcoal iron; iron flues. Tender tank capacity, 1,800 gallons.

THREE LOCOMOTIVES, in every respect the same, with the exception of copper flues.

TWO LOCOMOTIVES—Cylinders 16½ by 24; 4 drivers, 5 ft. 6 in. diameter, with Bowling Tires. Boilers made of the best Pennsylvania charcoal iron, with copper furnace; iron flues. Tender tank capacity, about 2,000 gallons.

ONE LOCOMOTIVE ENGINE—Cylinders 13 by 2½, wheel 4 ft. 6 in.

TWO 10-WHEEL ENGINES AND TENDERS.

ANTHRACITE COAL BURNERS—Wrought iron gate bars, furnace, 8 feet long by 3 ft. 2 in. wide inside; boilers built of the best material double riveted; iron flues; cylinders 18 by 22; wheels 4 ft. 6 in. in diameter; Bowling tires. Tender tank capacity, 2,000 gallons.

For further particulars apply to

VOSSNACK & MEISSNER,
Mechanical Engineers,
400 5 Tryon Row, New York.

Raritan and Delaware Bay Railroad. CHANGE OF TIME.

ON AND AFTER MONDAY AUGUST 6TH, 1866,
the trains and boats of this Company will leave as follows:

Steamer JESSE HOYT will leave Pier No. 32, N. R., foot of Duane Street, at 10.45 A. M., connecting with Express Train for Red Bank, Long Branch, Farmingdale, Point Pleasant, Bricksburg, Manchester, Toms River, Woodmanse, Barnegat, Shamong, Tuckerton, Atsion, Jackson, Philadelphia, and all stations on the Camden and Atlantic Railroad.

At 4 P. M., from Pier 32 N. R., and 4.15 P. M., from Pier 3 N. R., connecting with trains for the above points and Philadelphia, and Express train for Long Branch.

Fare to Long Branch on this train only 25 cents.

Fare to Philadelphia on all trains \$2.00.

The Freight Boat leaves at 5.30 P. M., for all points on the line and Philadelphia.

RETURNING TRAINS LEAVE PHILADELPHIA.

Express at 9.00 A. M., from foot Vine St., fare to New York, \$2.00.

Way Mail and Express at 2.40 A. M., from Camden arriving at New York at 9.30 A. M., and stopping at Pier No. 3 N. R.

Freight at 5.15 P. M., arriving in New York at 4 A. M., next morning.

All Baggage must be delivered in New York at Pier No. 32 as none will be received at Pier 8.

W. N. CLAYTON, Supt.

RAILROAD MAP.

NEW EDITION, JUST ISSUED,
FOR SALE AT THIS OFFICE.

PRICE, { Pocket form (free by mail) \$1 50
{ Mounted 3 50

SCHOOL OF MINES, COLUMBIA COLLEGE, East 49th St., New York.

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The plan of this school embraces a three-years' course for the degree of ENGINEER OF MINES, or BACHELOR OF PHILOSOPHY.

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins Oct. 1, 1866. The examination for admission will be held on Sept. 28, 29. For further information and for catalogues apply to

DR. C. F. CHANDLER,
4129 Dean of the Faculty.

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The undersigned are prepared to furnish

SPRUCE,
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Also Georgia Pine, White Pine, Oak and Spruce Timber, and Lumber of every description.

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COUPONS, DIVIDENDS, ETC., COLLECTED.

UNITED STATES STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

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WAREHOUSES, { 403 ARCH ST., Philadelphia.
42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

AUGS. STUDWELL,

EUGENE FINCK,
Member of N. Y. Stock Exch.

STUDWELL & FINCK, BANKERS AND BROKERS, Office No. 5 Wall Street, NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on Commission.

Four per cent. interest allowed on Deposits subject to Draft.

Collections made on all parts of the United States and Canadas.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, Albany, July 2, 1866.

THIS Company will issue registered bonds, of the denomination of \$5,000, without Coupons, both interest and principal being payable to order, upon the surrender, for cancellation, of equivalent amounts in any of its similar Coupon Bonds. The conditions upon which such Registered Bonds will be issued will be made known on application at this office.

4129 E. D. WORCESTER, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
NEW YORK, July 17, 1866.

At a Meeting of the Board of Directors of this Company, held this day, it was

Resolved, That a Dividend of Five Per Cent. in cash, free of Government tax, be paid on the first day of August next, to the holders of the full-paid shares registered on the 20th day of July, instant; and that the transfer books be closed on the said 20th day of July and opened on the 3d day of August.

2129 THOMAS E. WALKER, Treasurer.

Drawing and Surveying INSTRUMENTS,

Mathematical and Surveying Instruments, of the finest Swiss, French and American Manufacture, and all supplies for Civil Engineers, Draughtsmen, Surveyors and Architects.

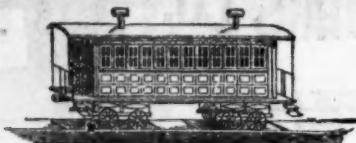
Priced and Illustrated Catalogue sent Post Paid to any address in United States, Canada and West Indies.

T. H. McALLISTER,

(Of the late firm of McAllister & Bro., Phila.)

49 Nassau Street, New York.

HARLAN & HOLLINGSWORTH & CO.,
WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF
RAILROAD MACHINERY.

PASSENGER CARS of the **finest finish**, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long **experience** in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general**. All orders executed with dispatch and on reasonable terms.

To Railroad Companies.

FIDELITY INSURANCE COMPANY,
170 Broadway, New York.

THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

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Shepherd Knapp, Wm. A. Wheelock, Clinton Gilbert,
Treadw'l Ketcham, F. T. Aschman, Geo. Ellis,
Francis Brown, John P. White, C. P. Hemmenway
G. J. Forrest, Henry L. Pierson, Frank Vincent,
C. M. Connolly, John A. Stewart, Jas. M. Drake,
C. Watson Child, Morris K. Jeen, Peter M. Bryson,
Geo. A. Halsey, Wm. B. Isham, Wm. A. White,
John Van Nest, H. D. Van Nostrand, M. A. Hopcock,
E. C. Delavan, Fred. H. Wolcott, Eli J. Blake,
A. Quackenbush, Benj. H. Wthrop, D. S. Dodge,
Elias H. Ely, E. A. Hayt, Fred. W. Coghill,
Geo. T. M. Davis, Stephen Crowell,
SHEPHERD KNAAPP, President.
E. C. DELAVAN, Treasurer.
GEO. W. PRATT, General Agent.

6m30

E. J. M. DERRICK,
ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

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CHAS. MINOT, Esq., Consulting Engineer Erie Railway.
JOHN HOUSTRON, Esq., Chief Engineer Erie Railway.
M. LANE, Esq., Chief Engineer Nassau Water Works,
Brooklyn.

PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
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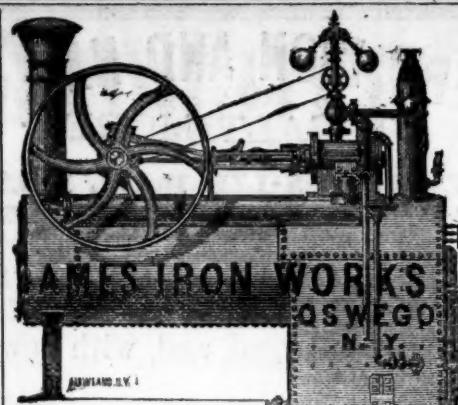
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TACKS AND NAILS.

Also Dealers in Copper, Spelter, Tin, Lead, Babbitt
Metal and Solder.

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We have now Manufactured Portable and Stationary Steam Engines, from **four to forty Horse Power**, adapted to all purposes where Steam Power is required. Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads, Paye's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

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SHORTEST LINE TO THE
OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,
FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 P. M. On Sunday 8 P. M.
Cars run through from New York to Erie.

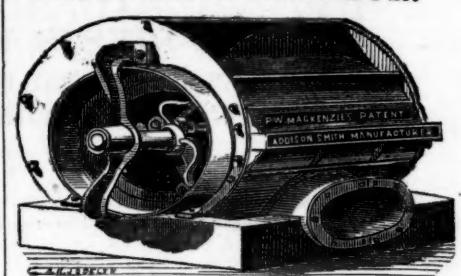
SLEEPING CARS ON ALL TRAINS.
TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
Corry, with Atlantic and Great Western Railroad, and Oil
Creek Railroad for Titusville, Shaffer, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
arriving in New York at 12.05 P. M. (noon).

H. P. BALDWIN, General Ticket-Agent,
New York, September 16, 1865.

SMITH & SAYRE,
PROPRIETORS AND MANUFACTURERS OF THE
MACKENZIE PATENT
BLOWER & CUPOLA,
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GAS EXHAUSTOR
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THIS Blower is a Force Blast Machine, compact, durable
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1
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SMITH & SAYRE,
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Pacific Mail Steamship Company's

THROUGH LINE TO

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And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF
Canal Street, at 12 o'clock noon, as follows:

August 1, NORTHERN LIGHT, Captain Grey, connecting
with GOLDEN AGE, Captain Lapidge.

August 11, ARIZONA, Captain Maury, connecting with
CONSTITUTION, Captain Farnsworth.

August 21, HENRY CHAUNCEY, Captain Gray, connecting
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All Departures touch at ACAPULCO; those of 1st
and 21st connect at Panama with steamers for SOUTH
PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN
PORTS. Those of 1st touch at MANZANILLO.

100 Pounds Baggage allowed each adult. Medicine
and attendance free. For Passage Tickets and all further
information apply at the office, on the wharf foot of
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3m22

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MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866-----\$1,366,699

ORGANIZED APRIL, 1844.
Losses paid to Consumers in Cash, over Eighteen Million
Dollars.

For the past nine years the cash dividends paid to
Stockholders, made from ONE-THIRD of the net profits,
has amounted in the aggregate to

One Hundred and Twenty-one and a half per C.

Instead of issuing a scrip dividend to dealers, based on
the principal that all classes of risk are equally profitable,
this Company will hereafter make such cash abatement
or discount from the current rates, when premiums are
paid, as the general experience of underwriters will war-
rant, and the net profits remaining at the close of the
year will be divided to the stockholders.

This Company continues to make Insurance on Marine
and Inland Navigation and Transportation Risks, including
Risks on Merchandise of all kinds, Hulls, and Freight,
on the most favorable terms.

Policies issued making loss payable in Gold or Curren-
cy, at the office in New York; or in Sterling, at the
office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President,
CHAS. NEWCOMB, Vice-President,
G. J. DESPAR, Secretary.